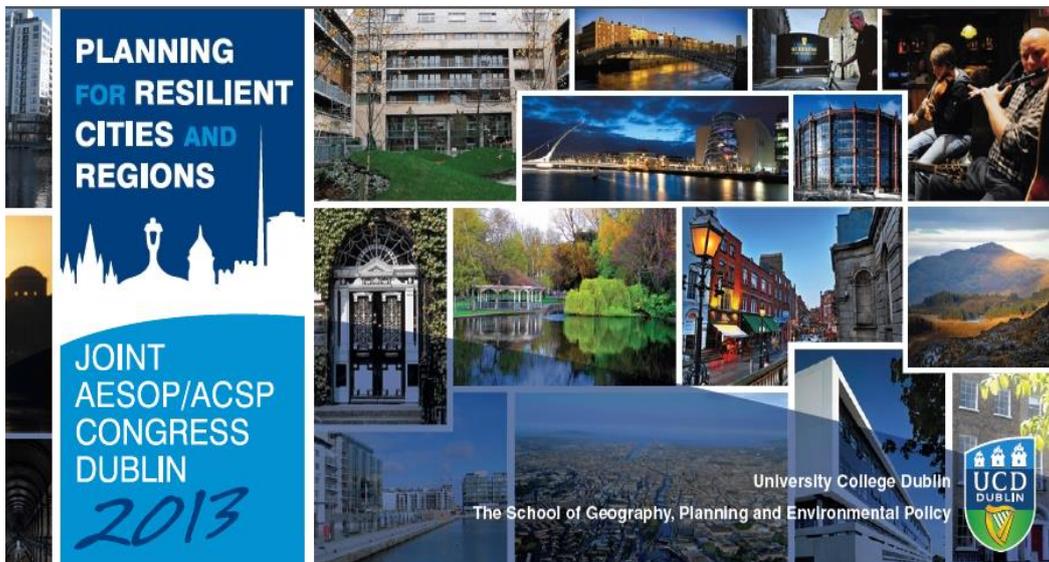




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eBOOK OF ABSTRACTS

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TURAS



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TRACK1: ADVANCES IN PLANNING THEORY AND PRACTICE

SESSION 1-1 Paradigms of Planning Research

Addressing Dilemmas of Planning Innovation: Perspectivism, Contextualization and Tailored Investments

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Keywords: planning paradigms, dilemmas, self-organization

The paper explores the conceptual tensions between innovation in planning practice and the normative fundamentals of established planning paradigms. Planning practice through processes of 'co-creation' has become a priority, not only for urban agencies but also for scientific research. Planners are today puzzled by the concrete juridical and procedural translation of theoretical concepts like adaptability, resilience and self-organization. These concepts present idealized and normative visions of governance in planning but often seem to dissolve in the practice of urban development, that often recur to established, and secure, systems of zoning, organizational procedures and investment strategies. In practice, teleocratic approaches (i.e. purpose based knowledge and action) change their look without a fundamental mutation. Planning is still characterized by an instrumental focus on goal-specific tasks, means, and outcomes based on projected expectations and it is rarely emancipated from mainstream concepts of growth. The search for context based adaptability and the establishment of more generic principles of actions (rather than predictions) is still embryonic in practice. The paper investigates the 'dilemmas' that characterize the shift from existent teleocratic approaches towards new paradigms based on the self-organizing and self-regulating capacities of urban spaces. These dilemmas regards three concrete dimensions of planning practice: *interventions*, *regulations*, *investments*. They entail respectively the strain between predicted intervention and spontaneous change, between the legal certainty of zoning and the particularism of self-regulation, between supply and demand driven spatial investments. The argument is that a paradigmatic change entails a series of pragmatic 'compromises' between these dilemmas in the three dimensions. The papers explores three major concepts able to identify these compromises: *incremental perspectivism*, *legal contextualization* and *tailored finance*. By adopting a pragmatist point of view I discuss how these conceptual constructs can orient the resolution to these dilemmas and provide a viable step towards the practical design of innovative planning concepts. I will bring examples from urban development projects in Amsterdam in order to sustain my point.

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The Problem of Case Studies and Philosophy in Planning Research: A Call for a New Way of Research

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Keywords: methodology, case studies, abstraction

Over the last thirty years, many planning theorists have attacked 'modernist' planning for its instrumental rationality, its reliance on abstractions, and its lack of attention to diversity. Yet while postmodern, collaborative approaches have been emphasized as a response, the scholarly apparatus employed by the majority of planning theorists remains wedded to a social science methodology that is as universalising in its assumptions, and as insensitive to culture as the modernist planning that it critiques. This paper explores two interrelated problems of this methodology: the way that case studies are used, and the tendency to give intellectual precedence to philosophical abstraction (e.g. ideas such as 'justice', 'democracy') over a rich understanding of context. In both cases, we argue, planning theory moves in a problematic way from the particular to the general, jumping too eagerly from thinly described local circumstances to universal frameworks, from historically situated events to timeless, transcendental abstractions (Floyd and Stears, 2011). In so doing, the discipline becomes blind to the complex workings of discourse and power, and increasingly irrelevant to planning professionals 'on the ground'.

To address this, the paper calls for a new school of planning research, based on the following premises:

1. The history of planning is a history of ideas, and that ideas have real-world agency.
2. A historicist approach must be employed towards philosophically abstract concepts; i.e. they must not be used in splendid isolation, but must be situated in a landscape that recognises their intellectual history, and their relationship to power (Gallagher and Greenblatt, 2000).
3. The particular should be embraced, especially the multiple, mutable meanings that adhere to places at particular moments. The careful intellectual labour necessary to reaching a full, complex understanding of local circumstances must be recognised.
4. Since concepts of space, place, and planning are interpenetrated by cultural and political ideas, the sources used within planning research must be more numerous, interdisciplinary, and wide-ranging.
5. It is only by truly understanding the wider context of place and the power of ideas that radical action can occur.

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The False Dichotomy between Urban Planning and Design in Theory and in Practice

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Keywords: planning theory, urban design, project-oriented approach to planning

In the last decades, important Anglo-Saxon and American planning approaches have been considered the planning process as their main focus. Even if in the past the design of the built environment had been a central element in planners' education and research, the theoretical discussion (and the actual practice) of design has been more and more considered as it was a prerogative of other disciplines, such as architecture and urban design. Other European (mostly Mediterranean) traditions and less conventional Anglo-Saxon approaches developed a significant area of studies at the crossroads between urban planning and urban design, though having a limited impact on the international planning debate. Drawing on current planning and urban design literature and on a set of case studies and examples, the paper will highlight the relevance of the design dimension of planning, not only with reference to practice, but also to significant theoretical questions such as: the production and accumulation of usable and project-oriented knowledge in complex urban decision making processes; the nesting of strategic and structural visions into urban morphological design and urban development projects; the use of illustrative design for forecasting the impacts of planning codes and other urban policy tools on the built environment.

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SESSION 1-16 From Resilience to Temporariness, and Back Again

Walking and the Temporary City

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Keywords: walking, temporary city, everyday urbanism

A growing phenomenon of micro-spatial urban practices has been proliferating in cities worldwide. **Referred to as “temporary urbanism,” these new public spaces are bottom-up, local and temporary.** This framework has promoted a new concept of public space that is opportunistic, informal, transitory, and reflects local needs and conditions.

This paper explores an aspect of everyday urban life that has not yet found its place in recent research on the temporary city: the space of walking. Walking in the city can be seen as an everyday urban spatial practice that can create alternate readings of the city, new subjects and new informal networks of public space. I identify two types of walking. The first type of path or path system is organized by an alternate logic based on landscape structure, and exposes heretofore hidden or obscured natural systems in the city. The second type of path creates alternative public space by allowing new subjects to participate in the city’s public realm. I will consider the two urban dynamics of defamiliarization—that is, identifying new possibilities in taken-for-granted spaces of the city; and refamiliarization—the re-occupation of alienated spaces in the city. (Crawford, cited in Iverson 2013) to reconsider how the city is made and remade by walkers.

Resilient Planning Strategies: A Dilemma Oriented Planning Approach

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Keywords: resilience, public management, organisational ambidexterity

This congress deals with innovative and sustainable solutions in the creation of more resilient and adaptive cities and regions, which balance economic competitiveness, environmental protection and social flourishing. The paper offers a critical perspective on this theme. It starts with a theoretical reflection on the concepts of resilience and adaptivity. The usefulness of these concepts is then explored in the rapidly changing Dutch planning context. Around concrete urban development initiatives a complex set of management dilemma's is found, in which goals of flexibility and innovation have to be balanced against equally present needs for efficiency and reliability. As an alternative, ambidextrous strategies are suggested. These embrace such management dilemma's as continuous, crucial, and even productive facts of life for which a dynamic equilibrium model of management is needed. With this perspective the aim is to bring the debate on resilient planning strategies to a more practical and applicable level. Case studies are made with the help of the planners of the municipality of Amsterdam.

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Problematizing Resilience: Implications for Planning Theory and Practice

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Keywords: urban resilience, resilience planning, planning theory & practice

The concept of resilience has been adopted into the domain of planning with different orientations. Although most of the attention is still addressed towards environmental issues, and a great part of the elaborations are dedicated to the reduction or mitigation of environmental risks such as earthquake and global warming, recently the disciplines which adopt the concept are progressively increasing, with a considerable semantic extension. In this way, new perspectives such as that of 'urban resilience' and of 'resilience planning' are emerging, together with problems of clarity, of unambiguity, and of understanding which meaning the concept assumes in its translation into practice.

This contribution starts from three main considerations, derived from three (mutually related) points of view, and tries to develop them in a critical perspective.

1. Assuming, following Friedman (2008), that 'translation' is one of planning theory's tasks, and considering attention and interest for practices as constitutive of planning, a survey of available sources is needed in order to understand how abstractions are turned into more operational concepts.

2. Like many other concepts derived from natural sciences, resilience is used as "a politically neutral, common-sense policy objective, underpinned by a pragmatic philosophy" (Raco & Street 2011, p. 1066). It became a keyword especially after the economic recession, at a time when a discourse on resilience started to be constructed and widely circulated. This relationship is worth deepening, and so is a more general understanding of the meaning and sense of the recourse to such a concept in a policy perspective.

3. Notwithstanding some recent efforts in assessing the implications of the recourse to the concept of resilience for planning theory, the field is still largely open for further inquiry. This represents a stimulating task since a) until now, it represented an object of normative planning rather than of critical planning theory, since environmental-related questions tend to under-theorize power, politics and conflict and to depoliticize change (Swyngedouw, 2007, 2010, 2011); b) planning theory gave minimal attention to environmental-ecological concerns; but c) there is a growing interest in substantive issues (Wilkinson 2011). Compared to its older related concepts, such as sustainability, and to younger mainstream ideas such as smart cities and green economy, it has a more controversial and problematic character related to its ambiguity with respect to change, which can be disclosed through an in-depth analysis of its translations into practice.

References to case-studies where the recourse to the concept of resilience is interpreted within different research frameworks represent an added value of this contribution, highlighting also some further research directions.

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Temporary Interventions and Long Term Trends

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Keywords: space-time gaps, temporary interventions, socio-spatial innovation, displacement and gentrification, inequality and transience

The current global crisis and the longer term structural changes in urban societies have created spatial, temporal and institutional gaps, which are sometimes filled by temporary interventions. These gaps and interventions are ambivalent in nature, as they can be used as vehicles for moving simultaneously in different political, economic and cultural directions. Through three interrelated and overlapping dimensions, this paper critically investigates the temporary use of space and its contribution in coping with the global crisis as reflected in urban development and management.

The ambivalence of the in-between, of emptiness and ephemerality, may be used pragmatically, addressing the mismatch between demand and supply of space, filling the power vacuums and spatial-temporal gaps as an interim measure. It can also be used in a transformative capacity, rethinking the character of urban space, developing a critique of the status quo, becoming a catalyst for change, a stepping stone to more stable arrangements, and facilitating experimentation and innovation in urban planning and design. Transformative innovation, however, is itself ambivalent in its social character; it could be inclusive, fostering the development of socially sensitive outcomes. Alternatively, and more commonly, it could be exclusive, leading to social displacement and gentrification, especially in the context of growing social inequality and diversity. Even when the innovative intentions aim at advancing a critique of fixed identities and rigid arrangements, they inevitably work within a larger framework, which may lead them to what Schumpeter called creative destruction, removing obsolete structures to pave the way for new productive forces, a process which may be blind to its own social consequences. In all these possibilities, meanwhile, transience is reasserted as an inherent feature of modern urban life, as characterized by the ever present ephemerality, routine repetition of the in-between interventions, ever faster speed of change, and precariousness and uncertainty caused by globalization.

The three states of temporary use of space are not mutually exclusive; they overlap and interrelate, one can lead to another, and all can be present at the same time. They amount to an approach to urban space and its transformation, which is cautious, insecure, flexible, innovative, incoherent and contradictory, with considerable intended and unintended consequences for how cities are built and inhabited.

PANEL 1-1 Where is the Public Interest in Public Participation?

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Keywords: public interest, participation, collective action

The public interest has been a key concept used to justify planning activities and state intervention in social and urban affairs. Yet the concept of a unified public, with one voice and one interest, has come under increasing pressure over the last 40 years from both progressive and neo-liberal positions. The response within planning (and other fields) has been to engage many groups in the making of plans and decisions, viewing 'communities' as the focus of our action rather than 'the public'. Nevertheless, planning still requires decisions to be taken that affect more than one community, and in which different interests are likely to have a stake. The need to identify collective interests is still a significant task, and one that requires careful consideration. This roundtable explores this issue, reflecting on the possibility of public participation activities to consider wider publics in shaping the future of places. Through this, we might reconsider the value of 'the public interest'. Key questions will be addressed by panellists: to what extent might communities identify and support the interests of those outside their own community, even if they clash with their own interests?; how might public participation activities better encourage communities to identify with broader constituencies and publics?; what is the role of the professional planner in identifying and promoting wider (public) interests?, and what is the role of the state in promulgating wider public interests against the wishes of individual communities?

Six panellists will be asked to reflect on one example of a public participation exercise to illustrate their contribution.

- Malcolm Tait (University of Sheffield) will act as discussant
- Lucie Laurian (University of Iowa) will draw on research from Iowa City to show how the public interest is aligned with municipal and private interests, and how this affects trust in planning.
- Hanna Mattila (Aalto University, Helsinki) will draw on research with colleagues investigating the significance of the public interest in shaping professional understandings of planning in Finland
- Lucy Natarajan (University College London) will draw on her research into public consultation in England, drawing out issues related to the significance of lay knowledge in plan-making activities
- Mark Purcell (University of Washington) will draw on his research into collective action and the limits to local empowerment
- Chris Maidment (University of Sheffield) will draw on research into the public interest, highlighting problems of squaring strategic initiatives with community interests
- Sanjeev Vidharthi (University Illinois Chicago) will present research with Charles Hoch on public participation undertaken on 63 city plans in India, reflecting on the extent to which the concept of 'the public' shapes modes of planning and participation

This roundtable proposal arises from a two day seminar held at the University of Sheffield in May 2012 on the public interest in planning. The roundtable provides a key means of advancing this debate, allowing academics to discuss a wide range of cases from across the world, and explore their commonalities and differences, and providing a space to reflect on broader questions of the place of 'the public' in planning.

SESSION 1-2 Innovations and Government

‘Un-traded Interdependencies’ as a Useful Theory of Regional Economic Development: A Comparative Study of Innovation in Dublin and Beijing

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Keywords: regional economic development, innovation, clustering, economic learning, transaction costs, evolutionary economics

This paper will examine key aspects of a larger international comparative study on regional economic development and planning theory with a specific focus on metropolitan scale innovation and growth. Exploring the connection between economic geography and economic learning, the study examines the locus of regional innovation in the information and communications technology (ICT) sector in each region (Dublin and Beijing). An applied theory project, this paper relies on transaction cost and evolutionary economic theory to examine the micro-foundations of how regions are being touted for their “collective learning systems” and how this is an important aspect of understanding how rapid economic change occurs. Among some of the most influential arguments in this area are those often made by regional planners, industrial geographers, and economic sociologists which perceive of such dynamic regions as constituting a “nexus of un-traded interdependencies” (Storper, 1995). Based on a small sample of twenty indigenous firms ICT firms in each region, the project takes aim at the often unspecified ways firm-specific capability development is argued to result from the interplay between industrial knowledge and issues of spatial clustering.

Firm decision-making is seen through the lens of evolutionary notions of search, while transaction cost principles are regarded as fundamental to structuring pool effects, especially in labor supply and local knowledge pool issues linked to agglomerated industrial forms. The paper has two distinct analytical parts. The first is centered on the goal-seeking behavior of firms in each region as it pertains to the process of innovation itself in its traded and un-traded aspects by analyzing patterns in R&D decision-making, strategic networking, and contracting behavior. This part of the paper aims to identify how the metropolitan region itself facilitates and generates linkages that support the knowledge-seeking aspects of firm and industry-level technical advance and innovation. The second emphasizes how some seemingly similar development outcomes in each region (employment in high tech sectors, large inflows of foreign direct investment of a high tech nature, R&D performance) are based in differentiated processes and modes of social regulation. The paper points to the underlying conventions in social, political, and historical motivations of strategy, as well as the key political economy constraints that link firm and industry developments to their broader institutional systems. The approach used regards these conventions as un-traded interdependencies which shape key aspects of process and outcome in regional economic development, and is focused on science and technology policy, on one hand, and urban redevelopment and governance of the property markets, on the other. This underscores the importance of the international comparative scope of the project.

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Urban Planning, Management and Power in the Face of Crisis

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Keywords: public management, economic crisis, power, organisational ambidexterity

The practice of urban planning and development is currently facing a number of rapidly changing circumstances: economic, environmental, demographic and societal. The disorders of current economic crisis have made those changing circumstances much more visible and issues regarding them much more pressing. This forces innovation in the public organisation and management of urban development projects.

This paper is part of a PhD research project that will analyse the innovation in public management in Amsterdam through the position of the principal researcher in the Project Management Bureau (PMB) of the municipality of Amsterdam. The research will focus on three key tensions: democracy versus power, planning versus adaptability, and managing inside-out versus outside-in. These three tensions are crucial in a practice where the public management of urban planning and development is forced to abandon large-scale orchestrated development projects and has to move towards facilitating more organic development by other actors. This research project aims to enrich the debate on these tensions by focusing on their relationships in concrete projects over a long time span of several years. Further, it will explore strategies that help public authorities to consciously navigate 'within' these tensions. By doing this, the focus lies on the tangible micro (agency) level of research. This approach has been inspired by progress in organisational and business science on 'organisational ambidexterity'. The research will be coupled to a recently acquired JPI Urban Europe Project in which innovative governance practices in development in fringe projects will be studied. This can result in international comparisons with the other universities/cities involved.

This paper will present a research approach to explore this topic in a coherent way. It will further specify the tensions mentioned above and explain the different points of departure of academia and practice. This will be the first paper of the research project which is aiming to find out how innovation in public management of urban planning comes about in practice.

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The Resurgence of 'Government': Recent Spatial Policy Initiatives and the New Legitimacy Crisis

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Key words: financial crisis, urban policy, governance, legitimacy

Context: The effects of the 2008 financial crisis refuse to go away and are provoking new turns in spatial policy. Across Europe countries are opting or being forced into austerity measures and facing economic challenges beyond the scope of the orthodox strategy of urban and regional competitiveness employed over the last three decades. Large parts of the global South, relatively well-positioned, continue to rely on established spatial strategies in the face of more profound social inequality and cultural resistance. In this new critical context the collaborative structures of locally-led spatial governance are put under strain, with signs of a more unilateral and authoritarian forms of national government returning to centre stage.

Central theme/hypothesis: This exploratory paper views recent spatial policy initiatives as an integral part of the policy strategy and short-term tactics for dealing with the fall-out from the last financial crisis. Central government in particular, we argue, is forcing urban and regional management structures away from local initiatives, partnerships and multi-scalar collaboration, through the imposition of centralised solutions based on the political interests of national governments and international finance institutions. Such initiatives take various forms according to the particular context, ranging from policy constraints to stricter controls on public expenditure, a more influential role for business in policy development and delivery, further flexibilisation of planning regulations, and so on. This exacerbates the tensions within urban societies and undermines the flagging legitimacy of local democratic institutions.

Methodology: The theoretical perspective is set out initially, highlighting three major issues: the resurgence of the national scale of government, its incursion into the control of local land and property markets in political response to the economic crisis, and effects on local democracy and social equity. The second part of the paper explores these propositions in two contrasting cases. From a European perspective, the UK case will be explored in relation to the 'new localism' and the emerging governance structures for 'larger than local' matters, with particular reference to the West Midlands. In the South, Colombia is analysed as a case illustrating new forms of central government intervention, especially with regard to large-scale infrastructure projects, housing policy and land market regulation, with particular reference to Medellin, host city of the 2014 World Urban Forum. Finally, conclusions will be drawn and a research agenda suggested.

Implications for planning practice/scholarship: The paper questions current representations of urban governance, arguing that a reshaping of scalar and sectoral relations is taking place. It also contributes to a global critique of governance in conditions of crisis and brings together a series of issues at a conceptual level which will resonate with the practical experiences of urban planners, opening up interesting possibilities for dialogue between practice and academia.

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SESSION 1-17 Tools for Sustainable Futures

Planning Competition as a Tool to Sustainable Communities: Case Sibbesborg

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Keywords: planning competitions, planning tools, sustainable communities

In 2011, the municipality of Sipoo, in the metropolitan area of Finland, held an international planning competition to seek solutions for developing a 26-km² site into a sustainable community in the future (<http://www.sibbesborg.net>). The competition was programmed together with Aalto University, and a multidisciplinary team of experts. This paper analyzes the experience and describes the outcomes through the viewpoints of the research and the organizing municipality.

The analysis of the competition process showed that planning competitions offer a viable tool for investigating solutions for sustainable communities. Multidisciplinary team of experts for creating criteria and for evaluating the proposals is a way to support the competition juries, which often do not include expertise in all the different fields required. Nevertheless, the competition entries suggest that expertise and skills in planning lacks behind the 21st century requirements for sustainable communities. Even with high aims for sustainability, long reaching time frame, and a site without existing construction, new holistic ideas in planning did not emerge, and in the proposals, approaches to sustainability were hard to read. It suggests that planners find it difficult to imagine future conditions, and that current planning is based on practices that have been set by the past, the 1900's development. Multidisciplinary co-operation and dialogue are necessary in order to learn how the practices of planning need to change. It is a challenge to municipalities and to planning education.

The organizers found out that even for a small municipality with few resources it was possible to hold an international competition with high aims for sustainability. The key was effective networking and using experts outside their own planning organization and across municipal borders. The benefits of the competition extended beyond the competition results: small municipality gained better competitiveness, stronger credibility among the metropolitan communities, and a wide network of experts and partners to continue co-operation in the future.

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Cyberactivism in the Struggle for More Sustainable Cities – A Resource for Urban Social Resilience?

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Keywords: risk management, urban resilience, quality of life

In many cities around the world, online social networks have played a key role in the struggle for rights and for more sustainable, less unequal cities. In Brazil, this movement is relatively recent, and has tended to increase in the face of threats, crises or disasters that might adversely affect the rights, welfare or life of a city's residents, or the public interest. This article analyses the importance of such networks and their impacts in Nova Friburgo and Recife. In January 2011, Friburgo, in the Serrana Region of Rio de Janeiro state, faced the worst disaster in Brazil's history, with 910 deaths and over 310 persons missing in the region. After the disaster, various online groups formed, especially "Nova Friburgo em Transição Transition Towns" and others related to mobility issues. In Recife, the key example is the "Grupo Direitos Urbanos Recife" (DU, urban rights group), with over 8,000 members; other groups focus on urban mobility and how to make the city sustainable. The increased visibility of the DU group is principally due to discussion of the impact of the Projeto Novo Recife, a residential complex made up of 12 towers approx. 40 storeys high planned for the Cais Estelita, a strategic central area with high land value and great beauty of landscape. Opposition to this project led to initiatives such as "Ocupe o Estelita", inspired by "Occupy Wall Street": on three occasions, citizens gathered at the site for a day of protest. In both Friburgo and Recife, these groups played a key role in effective protest at public meetings, in the media, and a range of "Occupy"-style events. The progress, achievements, and weaknesses of this form of activism, and lessons learned, will be analysed through an analysis of online posts, debates within the groups, interviews with leaders and members, and by participant observation at demonstrations, to assess the potential for urban social resilience. The evaluation will draw on the individual and collective attributes associated with resilience by authors including Melillo and Ojeda (2005), Adger (2000), Norris et al. (2008), Ravazzola (2005), and Godschalk (2003), as well as studies on cyberactivism and online social networks (Castells, 2005, Silveira, 2010). 13 individuals have been interviewed so far, and 19 public events and meetings attended. In both cities there is a virtual discussion of the city's future shape that is having a concrete impact on the real-world city. Both discussions were motivated by extreme situations with echoes of similar events in the past – a previous natural disaster in Friburgo, and a series of major projects in Recife that damaged its cultural and historical heritage. Though these movements arose from local urban issues, they show a clear kinship with broader struggles for participation and democracy elsewhere in the world. Their activities in online social networks have contributed to broader, more effective participation in discussions on local urban problems, as well as being a sign of social resilience in the face of crises, threats and disasters and in constructing more sustainable cities. This consolidation of the public sphere seems likely to contribute to improvements in governance, which is also essential to establishing resilient cities.

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Bridging Community Futures and Individual Interests amid Diversity and Division

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Keywords: future, diversity, individualism, narrative

Sacrifice of short-term individual self-interest in favor of longer-term community goals is required for collective planning. Planning goals for efficient, sustainable, and equitable development are most elusive in turbulent times. The current era is proving more challenging than any in the last 40 years or more, due to the combination of rapid demographic change and uncommon economic stress on individuals and governments. What is a winning planning strategy?

The United States places greater weight on individualism than any developed nation, and yet support for community investment is an enduring value. The historical political review by E. J. Dionne (2012) shows how, since the nation's founding, two major principles have been central to the American political culture: 1) the freedom to pursue individual self-interest, and 2) support for shared investment in community and national development projects needed for broad-based individual prosperity. Dionne argues that only in recent decades has the balance tipped heavily toward individualism.

Not discussed by Dionne is the added challenge highlighted by Myers (2007), namely that planners deal not only with a competition between individualism and community but also between present and future. Present individualism has been winning the contest against community futures in recent decades. This challenge is made all the greater amid growing diversity, especially where old-time residents who dominate the electorate differ from the newcomers who will benefit from community decisions.

This paper will outline a strategy for remedying the problem of major fractures in political agreement that stem from aging populations and growing diversity. Once reframed into a problem of individual futures (the retirement of longtime residents), we can reshape diversity into a perceived solution that benefits all. Placed into future perspective, the paper will show how investment of scarce tax dollars in the diverse newcomers will provide the replacement workers, new taxpayers, and able home buyers that will be so desperately needed by today's established voters who will be the retirees. This win-win strategy of mutual benefit is only persuasive if placed in future perspective.

"Proof" of the strategy derives less from a stack of facts and analysis, than from belief about the future. No facts can be proven in the future, but belief is fostered by a persuasive narrative linking facts and credible story line to describe how the future can unfold in a beneficial way to avoid outcomes that are feared.

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Municipal Facility Management - An Integrated Planning Approach

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Keywords: spatial planning, masterplan, facility management, process development

Introduction and background

Today, communities are facing a lot of new challenges. New planning methods have to cover not only zoning and building codes but also financial and organisational aspects. The hypothesis is that if the following aspects of facility management are already involved in an early stage of the planning process, the effectiveness of the planning results will be significantly increased:

Life cycle orientation (investment and operation costs as well as revenues of the planned actions)
Optimisation of the municipal organisation to safeguard the implementation of the strategic plans

The merger of a strategy development with a master plan including the immediate evaluation of the monetary impact of the plan is the first part of this new approach. This paper presents results of case studies that validates the hypothesis.

Task description and methodology

By using a start workshop current policies and the planned developments are analysed. Based on the results and national/international trends the “strategy/mission” of the municipality is defined. In step No. 2 “lead projects” to transform the strategy into practise are defined and localized (step No. 3a). These lead projects include changes in the zoning, building code and management tasks. Parallel to this step the requirements and results of the lead projects will be used to calculate their costs and revenues. This step uses a statistical model to evaluate the monetary impact of the lead projects (step No. 3b). The result is a new spatial master plan, which includes the development direction, commercial (business), housing and infrastructure, management tasks and a monetary evaluation of the actions.

In addition the organisation of the municipality is optimised. The real estate and facility management process landscape is defined and the processes are optimised.

Conclusion

Municipal FM complements the master plan by monetary impacts as well as the optimization of organizational structures and processes (see Bohn, 2008). Buildings, properties and operations must be viewed holistically (see Lochman, 1998).

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SESSION 1-3 From Theory to Practice

Contingencies for Insurgent Planning Practices

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Keywords: insurgent planning practices, social mobilization, global south

There is no doubt that the dominant discourses in planning theory are based on urban experiences in the *northern* context which are significantly different from that of its *southern* counterparts. However in recent years there have been a number of emerging ideas within this discourse which reflects *hope* for dealing with the '*stubborn realities*' (Yiftachel, 2006) of the global south. Insurgent Planning Practice is one of these emerging ideas derived (generalized) from empirical work on specific southern context (Watson, 2012) where forms of social mobilization have historically been part of the planning culture. In this paper we argue that although insurgent planning practices do provide a degree of *hope* for planning in the global south, this *hope* is contingent on a number of factors which determine its outcome. Furthermore we position ourselves with Meth (2010) who argues that insurgence and insurgent planning cannot be generalized across contexts but requires specific *case by case* empirical analysis to understand tactics and strategies within very different *political* and *ecological* situations. This paper is therefore based on one such example of a specific *case by case* empirical analysis of a potential form of insurgent planning practice in the global south.

Kathmandu, the capital city of Nepal, at present has approximately 53 squatter settlements of various sizes accommodating up to 50,000 residents. On November 26, 2011, the Government of Nepal published a notice for eviction of all riverside squatter settlements within Kathmandu and in spite of opposition from the squatters few months later on May 8, 2012 as part of the first phase, bulldozed 258 squatter houses. The empirical evidence for this paper is based on PhD research fieldworks documenting forms of insurgent practices/actions initiated by the squatters as opposition to the government's eviction notice. The primary sources of data generation were semi – structured interviews with key informants and direct observations; moreover as events are still on – going, updated newspaper articles have been essential secondary source of data generation. Although the eviction notice was part of a bigger urban regeneration plan, the Government of Nepal is acting incrementally in phases which have consecutively slowed down the momentum of the squatters' insurgent actions. Hence one of the key finding from this specific case questions the *sustainability* of these small, opposing insurgent actions which do not eventually have a strong impact on the overall structure.

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The Relationship between Theory and Practice in Urban Planning: Reflections on a Brazilian Example

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Keywords: planning theory, planning practice, social control, politics, Brazil

The objective of the paper is to discuss the detachment between spatial analysis and planning theory, having in mind the authors' knowledge on the Brazilian experience. In this sense, the isolation of process from context and outcome (Fainstein, 2005) has been a worldwide matter of concern. However, particular approaches are used depending on the nature of urban issues in different social formation. It could be said that sociospatial exclusion is the most obvious manifestation of urban structural problems in Brazil. This has been analysed and tackled in different ways, depending on the moment and on the orientation of the prevailing theoretical approach used to interpret capitalist development, the urban question, as well as the nature of social relations determining the role of the state and the possibilities of autonomous urban praxis. The analyses in this context, after recognizing the structural nature of the urban question, usually end up by evidencing the hegemony of an abstract space, and by suggesting the need to transcend the political economy approach in order to identify alternatives to be put in practice. In theoretical terms, Lefebvrian thought on the possibility of urban praxis producing a differential space (Lefebvre, 1993) has been one possible way to think about this transcendence. However, this has frequently contributed to increase the disbelief in planning as a strategic field for politics aiming at social change. After the development of this problematic, the paper focus on knowledge production and practice about sociospatial processes, based on an experience of urban/metropolitan planning in Belo Horizonte, Brazil. There are important advances in planning methodology, regulation instruments and sociospatial practice in that context. Having this experience in mind, the last part of the paper is dedicated to a discussion on the possibility of democracy being a normative concept (Friedmann, 2003) for restructuring planning theory as a way towards effective social change. It is expected that the paper's outcomes will contribute to advances in knowledge production on the relationship between urban theory, planning theory and practice, and to dialogues with experiences from other social formations.

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Understanding Planning Practice: From Theories of Planning to Practice Theory

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Keywords: theory, practice, Bourdieu

Theories of planning practice (particularly in the 1980's and 1990's) have generally been divided into two large groups which, in an attempt to free planning theory and practice from earlier modernist paradigms, have bifurcated (Mandelbaum et al. 1996). The controversies articulated by communicative theorists, on the one hand, and their critics, on the other hand, originate from ontological divergences which ultimately lead to different epistemological paths. These theorists disagree on the possible, desirable, and ideal purposes of planners, planning practice, academics, and planning theories. The debate is rich, inspired, and provocative. But, it is of little help for those seeking a theoretical framework that may inform empirical research about planning practice.

Very recently, planning scholars attempting to bridge the wide gap in planning theories resorted to practice theories developed by contemporary sociologists. In particular, the work of Pierre Bourdieu (1990) addresses many of the concerns raised by critics of communicative theory. For instance, Bourdieu provides a framework that combines both macro- and micro-analysis, allows researchers to understand the reflexive nature of planning and to consider actors' social and scientific positions and bias (Howe and Langdon 2002). Although fairly abstract, the incipient work of academics who have explored Bourdieu's concepts in planning opens up an alternative road to be further explored and empirically navigated.

In this paper, I provide an overview of the recent major debates in planning theory by discussing the modernist origins of planning theory and practice and their postmodern transition. Then, I present the main assumptions, claims, and prescriptions of the communicative theory followed by the challenges presented by their critics. Then, I discuss the potential of practice theory, particularly Bourdieu's concepts, to the understanding of planning practice. I focus on how a framework developed from Bourdieu's theory can inform research conducted in diverse contexts. I draw from planning theory literature and empirical examples of planning research employing aspects of Bourdieu's work to illustrate the potential of a research design that accounts for individual and systemic forces embedded in the decision-making and planning processes.

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Utopia, Scenario & Plan: A Pragmatic Integration

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Keywords: utopia, scenario, pragmatism, plan making

Utopia, scenario and plan each offer important knowledge because they help us conceive complex interaction for places using terms susceptible to human purpose and practical action. We might find sector concepts of social class, cultural identity, moral integrity, civic stewardship, economic security, political deliberation and the like more useful for grasping how social relationships shape efforts to conceive purposes and plans for the future; but critical sector focused analysis does not tell us how to reconcile purpose and complex habit for a specific place (Friedmann 1989; Pinder 2010). The functional specialization shaped by disciplinary or topical focus sidelines the issue of complex interaction among these dimensions as people make the places where they live and work. Efforts to capture this interaction include theories about how the interaction works in light of certain moral beliefs and norms. How do differences in social identity, economic security and political deliberation interact to meet the functional provision of human needs and foster human flourishing? (Nussbaum 1992; Sen 2000)

I treat these three concepts as persuasive accounts of future outcomes that we may use to guide current judgments about the future. Each conceives future consequences using a different combination of moral outlook, cognitive credibility and rhetorical focus. Moral outlook describes the normative expectations that accompany each form of persuasion. Our expectations may vary depending on the complexity of the purposes we hold and the world we inhabit. How much do we expect our way of life to change? Credibility refers to the degree of conceptual detail required for confidence in these accounts of the future. What we can and do learn as we evaluate the future varies with the intensity and scope of the context and consequences we study and imagine. What does it take to believe the account as a plausible future? Rhetorical focus describes the object and vehicle for change that each concept uses to envision the future. What and who must we change to improve future consequences and how do we do it?

Utopia envisions a perfect, complete place. Scenarios portray good alternative stories. Plans offer relevant provisional intentions. My paper will compare how each concept contributes to our efforts to conceive future consequences for imagined changes that improve current conduct. Cases and examples for plan making will illustrate the argument.

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Articulating 'Public Interest' through Complexity Theory

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Keywords: complexity, public interest, poverty, redistribution

The purpose of this paper is to advance an argument for articulating the public interest from the standpoint of complexity theory. It draws upon empirical work done in the global South examining a well-known programme of poverty reduction, the Kudumbashree programme, in Kerala, India.

The 'Public interest', even if viewed with ambiguity or scepticism, has been one of the primary means by which the various professional roles of planners in the public domain have been justified. The objection to the concept stems from the following interrelated factors:

- 1) the rise of postmodernist thinking which has problematised any unitary or universal idea of the public interest highlighting its hegemonic potential (Sandercock, 1998);
- 2) the ambiguities that arise in trying to define the substantive content of the concept, often leading to solutions that have not always led to desirable ends thus resulting in it being labelled a 'myth' (Grant, 2005);
- 3) the dissolving of post-war consensus and the legitimacy of the planning profession based on rational comprehensive ideals (Campbell and Marshall, 2002).

Notwithstanding the above objections, 'public interest' continues to be mobilised in practice, to justify, defend or argue for planning interventions and reforms. Arguments defending the relevance of the concept have also been advanced by the planning academy. These conclude that planning will have to adopt and recognise some form of the notion of public interest in order to legitimise itself (Moroni, 2004; Campbell and Marshall, 2002).

This paper engages with the above issue. While Stefano Moroni (2004) articulates a liberal conception of the public interest, Alexander (2002) explores its relevance for plan evaluation, This paper explores how a complexity based view of public interest might be formulated drawing on work of communitarians such as Michael Walzer, (Walzer,1983) and humanists such as Pierre Bourdieu (Bourdieu and Wacquant, 1992) Systematic categorising of various philosophical views of what the public interest is has been done by Campbell and Marshall, (2002) and Alexander (2002). This paper will extend the above to issues of redistribution. Thus, consequentialist arguments, arguments based on categorical imperatives such as rights, process arguments, teleological arguments and humanist/communitarian arguments will be examined. The empirical context of the paper is the poverty alleviation programme, the Kudumbashree project in Kerala, India. The paper also addresses issues of deep difference raised by Watson (2006) while extending previous work by the author (Chettiparamb 2012, 2013 forthcoming).

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SESSION 1-18 Emotions and Nuances in Planning

Thinking through Non-Representational and Affective Atmospheres in Planning Theory and Practice

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Keywords: affect, Deleuze, new materialism

Given the utter ubiquity of affect as a vital element of cities...you would think that the affective register would form a large part of the study of cities – but you would be wrong (Thrift, 2004: 57).

This paper is concerned with how we construct, know and experience a city, a place, or an environment. It seeks to consider how situated and embodied experiences – those interactions with and between people and matter – inform concepts such as sense of place and identity. What accounts for the buzz and energy of a hip bohemian neighbourhood; the tranquillity of a secluded urban park; or the awe felt when glimpsing the New York City skyline? To what extent or in what ways do concepts such as aura, atmosphere, and character reflect the imperceptible (the 'more-than-representational') and the affective relations, interactions and sensations produced and experienced in cities, neighbourhoods and environments?

Indeed, in the years since Thrift's comment (quoted above), affect has become an important concept for examining cities, contributing to what some have labelled an 'affective turn' in the social sciences and humanities. However, with only a few exceptions, affect has not yet found a significant foothold in planning. Targeting practice and the embodied experience of place, affective thinking shares common ground with the concerns of planning practitioners and academics. Moreover, as the discipline is directly implicated in the production of agential matter, planning scholars have a particular opportunity (one might say a responsibility) to contribute and even take part ownership of the affective turn in social research.

This paper seeks to encourage the development of an affective theory in planning by offering a 'non-representational' approach to the study of cities (and place). Situated in the philosophy of Gilles Deleuze (1987; 1990; 1994), the article argues for a critical engagement with the theories and assumptions underlining non-representational thinking including the role of affect within cultural production and meaning-making and processes of becoming. In turn, it explores ways in which these concepts might support and enhance how planners consider relationships between built (and natural) form and social practices. Towards this end, the paper develops and advances the notion of affective atmospheres – meaning the range of collective affects produced through dynamic, relational place encounters – as a frame to consider the imperceptible and the affective sensations situated in place experiences and relations.

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Traveling Planning Ideas as Myths

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Keywords: trans-national planning, idea, myth

In the debate on planning as a trans-national enterprise (Healey and Upton, 2010; Roy and Ong, 2011), scholars usually turn to a basic interpretive scheme of transfer/diffusion of planning ideas, partly borrowed from knowledge and policy transfer approaches (Stone, 2004), to understand how good planning experiences travel from one place to another, mobilizing complex assemblages of actors, norms, technologies, policies and practices. In particular, this scheme acknowledges an “origin” (contextualization) and a “destination” of the travel (re-contextualization), with a thick “trajectory” in between (de-contextualization).

This paper questions such a scheme, assuming de-contextualization as a highly problematic practice, theoretically tricky and, most importantly, rich of political implications (Vettoretto, 2009; McCann and Ward, 2010).

In such a critical perspective, planning ideas cannot be considered as unproblematic, dis-embedded knowledge travelling worldwide. I here maintain that they work as myths.

To do so, the paper first problematizes the issue of origin, contesting the somehow objectifying perspective of origin narratives of planning ideas. For that purpose it provides discussion mostly inspired by Foucault’s lesson on origin and genealogy (Foucault, 1977; 1980). Secondly, it proposes to envisage the origin narrative as a mythological tale (Barthes, 1991), a trope that planners use and refresh each and every time an idea is put into play in a specific context. An example taken from a planning case in the Middle East, involving international experts, will illustrate the practical implications of such an approach.

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The Elephant in the Room Called “Emotions”

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Keywords: reasoning, emotion, problem-framing, Rittel

Horst Rittel stated, that „Learning what is the problem IS the problem“ (2010,188) and that individual beliefs about what can and should be done - what he called „epistemic freedom“ - influences the design process (plan-making; planning) starting with the problem definition. Rittel further described design as subjective and the process of reasoning (argumentation) as a part of it. The process of reasoning appears as formation of judgments, search for ideas, deliberation, decision-making and mainly depends on „what the designer knows, believes, fears, desires...“ (Rittel 2010,192). This description of the reasoning process contains aspects that aren't part of common design theories: emotions (like fear).

The paper, following up Rittel, postulates an emotional-level that influences problem-framing and problem-shifting at the beginning of a reasoning process when a planner tries to find out what is the problem. Therefore this paper gives, based on an interdisciplinary literature review, a very brief introduction into basic knowledge about emotions, emotion- and self-regulation (cf. Dalglish and Power 1999, Gross 2007). The concept of self-regulation links cognition with emotion and can be used to carry over emotion research findings to processes of design for what a framework is provided.

To learn “what is the problem” requires emotional regulation and flexibility, because emotions give the problem its meaning and relevance. Finding options to deal with one's own or others emotions and resulting conflicts can make a difference to the definition and shift of a problem. Furthermore, emotions offer the chance to enhance our understanding of the design process in general. In simple words: emotions are relevant for everybody concerned with design. Whether it is about the different influences of emotions and how to deal with them, or the development of measurements that consider emotions and therefore might be more effective when it comes to the implementation of a plan - there always is an emotional level.

The paper presents findings from the ongoing PhD of the author.

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Plans, Words and Their Meanings

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Keywords: urbanistic notions, urbanistic analysis, linguistics

Like any other field of study the discipline of urbanism has its own notions; words with specific meanings which are used by designers, policymakers and laymen to designate the concrete objects in the world around them, in the case of urbanism the parts of the city and the urban landscape, and their designs. These plans are always accompanied by written explanations of the designers, critical reflections of colleagues, policy documents and articles for (future) inhabitants. Because the building process has become more democratic over the last few decades and more stakeholders are involved than before, the importance of a clear meaning of the words that are used in these texts has increased. Based on two design cases in Amsterdam - the Plan Zuid ('South Plan') of Berlage (1915) and the Bijlmermeer of Nassuth (1965) - the paper will verify two hypotheses on urbanistic notions. In the first place that words can quickly change in meaning and moreover in quite an unnoticeable way, which leaves room for misinterpretation. In the second place that words can have different meanings for different stakeholders and that they use certain words to a certain effect, also resulting in possible unclarity. In the paper urbanistic and linguistic research methods will be used (plan analysis, text analysis, etymology), in an interdisciplinary way. With the results of these recent cases the awareness and comprehension of present and future plan explanations can be improved for different stakeholders, therefore increasing the chance of successful and resilient planning. Moreover it will be possible to gain more knowledge on the framework of notions within the theory of Dutch urbanism.

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Self-perceptions of the Role of the Planner

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Keywords: planning role, communicative planning, advocacy, bureaucracy, Ireland

The role of the planning practitioner is a recurring theme in planning scholarship. To date, the discussion has tended to center on the evolution of the role of the planner in response to changing planning conditions, the various attributes and skills of planners, as well as more theoretical and normative debates on the planner's role in society. With regards the latter, several theoretical perspectives of planning have been established, each offering varying conceptions of the role of the planner. These range from pluralist approaches that view planners as power brokers that mediate between competing interests through communication, to more critical Marxist political economy perceptions which regard planners as state agents that must necessarily serve dominant class interests. It has been argued that the idea of the communicative planner dominates in practice, particularly given the increasing emphasis on participatory planning processes in recent years. However, relatively few studies have explored the views of planning practitioners themselves, so it is difficult to judge whether such ideas are actually shared by those in the field (Rabinovitz, 1973). Some notable exceptions do exist such as the work of Campbell and Marshall (1998) who explore the values and professional self-identities of planners. However no attempt has been made to investigate the extent to which planners' self-perceptions of their role can be aligned to broader theoretical perspectives. This paper seeks to address this particular gap and argues that such insights are critical in determining the extent to which planning practitioners serve to challenge, maintain or reinforce existing power imbalances between stakeholders in the planning system. The methodology consists of a series of semi-structured qualitative interviews with 20 urban planners working across four planning authorities within the Greater Dublin Area, Ireland. The empirical results suggest that planners' self-perceptions of their role tend to reflect traditional pluralist perspectives of the role of the planner. More broadly, the results suggest that the continued dominance of the traditional role-orientation of planners may serve to exacerbate existing power relations in the planning system on the basis that such approaches tend to assume that power imbalances can be limited during the planning process.

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SESSION 1-4 Social Justice in Planning

Perspectives on Mixing Housing Types in the Suburbs

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Keywords: suburbs, mixed housing, Canada, interaction

North American suburbs have long been criticized for segregating land uses and creating homogeneous swathes of detached houses in sprawling car-oriented landscapes. Drawing on new urbanism discourse, community design theory argues that mixing uses enhances urban sustainability and resilience, while mixing housing types increases housing opportunities and social integration (Duany et al. 2000; Grant 2006, 2009; Talen 2008). In recognizing that accommodating social diversity and promoting social justice require varying housing prices and types, planning and housing theorists generally see mix as positive (Fainstein 2005; Galster 2007). Generating social mix through mixing housing types has become conventional wisdom in the field (Arthurson 2012).

Our research examines the perspectives of those producing (i.e., planners, developers, and municipal leaders) and those consuming (i.e., residents) Canadian suburbs. We compare and contrast their assumptions about what mixing housing types can and cannot achieve.

We present the results of a study of suburban development trends using a comparative case study approach in four provinces. Methods include analyzing planning policy, evaluating census and housing data, and reporting interview data collected from planners, municipal councillors, developers / builders, and residents in the communities investigated.

Planning policy across Canada actively promotes mixing housing types. We found that planners presumed that mixing promotes sustainability and produces social benefits such as affordability or social integration. Developers were sanguine about the potential benefits of mixing, and concerned about market resistance. Residents generally expressed concerns about mixing housing types: they especially resisted mixing tenure types and preferred living in areas of homogeneous socioeconomic status and household types.

Although community design theory and planning policies across Canada typically advocate mixing housing types we found that new suburban developments rarely integrate diverse housing types within the same block. New suburban areas show diversity on a large scale, but feature homogeneous pods of housing types at the block scale. Segregation by class and household type remain common patterns even as people talk about appreciating diversity. Few new neighbourhoods provide sufficient affordable housing for the demand. Attitudes that researchers like Gans (1967) and Perin (1970) identified two generations ago remain powerful constraints on translating the latest professional theory into development practice.

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When Does Unequal Become Unfair? Judging Claims of Environmental Injustice

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Keywords: environmental justice, fairness, city

The aim of this paper is threefold. Firstly, it provides a more inclusive understanding of justice which combines distributive justice with concerns for recognition, representation, capability and responsibility. Secondly, extrapolating from this five-dimensional framework, it provides a test of fairness based on seven principles applied to both environmental burdens and environmental benefits. Thirdly, it demonstrates how the framework and the principles can be used to inform practical judgments on claims of environmental injustice, by drawing on two examples from a study undertaken by the authors to assess environmental justice in the city of Newcastle upon Tyne in the United Kingdom (Davoudi and Brooks, 2012). The first, an example of an environmental burden, explores the environmental justice implications of traffic-related air pollution in the city. The second, an example of an environmental benefit, reviews access to green space in the City.

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Social Justice in Distressed Post-industrial Cities

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Keywords: social justice, equity, post-industrial, Detroit

Thinking about social justice as an important framework for planning and development has been a part of urban planning for some time. Several books and articles have explored the challenges, including Fainstein (2010), Soja (2010), and Marcuse et al. (2009); this builds as well on recent work by a number of other scholars, such as Harvey (2005, 2006). These authors have attempted to create inclusive definitions of social justice as well as to describe applications of the concept in actual places, cities or metropolitan areas, centering some of that discussion on experiences related to land development. Although Harvey in particular has paid special attention to the pervasive role of dysfunctional capitalist economies in the perpetuation of social injustice in both development and non-development situations (Harvey 2006), much of the literature on social justice does not. It also does not always address practical dilemmas facing planners in situations of extreme inequality due to contexts of post-industrial collapse or peripheral status, although some authors in Marcuse et al. (2009) have begun to address such concerns.

This paper builds on the author's previous writing and thinking about issues such as equity planning, social justice, and the status of distressed post-industrial cities such as Detroit, Michigan. The main question for this paper: How does a situation of severe post-industrial distress affect our concepts of social justice? What challenges and opportunities emerge? It will use the case study of Detroit, Michigan to explore this issue. The paper is based on three major components:

- A literature review of recent concepts of social justice in relation to the status of post-industrial cities that have lost large numbers of people and amounts of capital investment, with a description of especially relevant ideas;
- A description of a case study of the process for creating a vision-driven plan, Detroit Works, using analysis of the contents of the newly-issued (2013) strategy plan and related documents, and a few key-informant interviews (community leaders and planners).
- An overview of the challenges and opportunities facing those who would promote social justice in such cities.

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How Can We Realize Just Cities? The Revisionist Debate in Contemporary Planning

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Keywords: Just City, Revisionist debate, reform, revolution, utopia

The Revisionist debate of the 1890s has reemerged in contemporary disagreements over how we can achieve justice in our cities. Two writers encapsulate the opposing positions in this debate. On the one hand, Susan Fainstein (2010) argues that we must work within the constraints of the current global capitalist economy to implement nonreformist reforms that drive cities toward more just outcomes. On the other hand, David Harvey (2012) argues that justice can never be achieved within the capitalist system and calls for a revolutionary response. This paper does not seek to resolve this argument, but rather to demonstrate that both views require a revolutionary vision of what our cities should be in order to achieve their aims. Specifically, while Harvey clearly calls for a revolutionary vision, Fainstein positions the Just City as a "realistic utopia". However, her proposal is not utopian enough to be realistic. This paper explores Fainstein's adoption of Gorz's "non-reformist reforms" strategy (Gorz, 1967) and argues that her underdeveloped appropriation of the strategy limits the potential of an otherwise sound strategy. To reach that potential, I argue that the Just City must boldly identify and promote its latent utopian kernel of equality.

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SESSION 1-19 Pragmatic Redevelopment

Justifying Redevelopment 'Failures' within Urban 'Success Stories': Dispute, Compromise, and a New Test of Urbanity in Two Waterfront Redevelopment Precincts

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Keywords: critical pragmatism, urban redevelopment, Vancouver

The outcomes of urban brownfield redevelopment projects are never predictable, nor do they conform perfectly to any single ideological expression of contemporary urban development approaches, whether that of rational master planning in the public interest, a market-driven neoliberal approach in the name of the competitive world class city, or some other vision of utopia. We argue here that a critical pragmatic analytical lens can be applied usefully to improve our understanding of the reasons, justifications, qualifications and compromises that dictate the process and outcome of each such project in its urban context. The critical pragmatic approach, deriving from the work of Laurent Thévenot, Luc Boltanski and others is offered here with illustrative applications to the case of a major waterfront redevelopment project in Vancouver, Canada. The approach is situated within contemporary planning theory frameworks, with a focus on the context for critical pragmatism provided by Mandelbaum's concept of open moral communities and with comparisons to frameworks of governmentality and deliberative democracy. Through considerations of four of the key assumptions within a critical pragmatic approach, we establish the utility of studying disputes in the public sphere surrounding development projects, in terms of the objects and actors involved in particular contexts (as opposed to a pure discourse approach) and in terms of the nature and trajectory of compromises attempted and attained (as opposed to a consensus-seeking or governmentality approach). This approach seeks a discursive understanding of communication as key to resolving public disputes within a hopeful articulation of an open and pluralistic moral community, but recognizes the limitations and irony within these framings. The approach also embraces the key insight of neo-Foucauldian theory, that parties to a dispute are the subjects of structured-in power relations, while stopping short of the tendency for analyses of governmentality to conceptually 'flatten' power as a social force, such that actors are portrayed as cynically 'playing the game' or seeking ever more complex means of avoiding central-local relations.

Especially sensitive to the terms on which Vancouver's Southeast False Creek development has been critiqued as a failure within an otherwise successful city, we consider the potential to develop the pragmatic sociology of critique to improve our understanding of progress being made and regress suffered in similar urban redevelopment projects.

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Is a Focus on Resilience Side-stepping the Important Question of Planning within Limits? Insights from Complexity Theory

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Keywords: complexity, limits, transformation

Innes and Booher (2010, 30) identify complexity science as “a lens which provides illuminating, even transformative, ways of understanding what is going on in the world.” The study of complexity in systems, including socio-economic systems that drive urban development, yields important insights about how structure emerges and the limits to which ever-increasing innovation and diversity are able to secure a community’s long-term viability or resilience (Tainter 1995). Applying these insights within planning theory reveals that a socio-cultural transformation of the values upon which Western cultural norms associated with competitiveness, consumerism, and economic growth are predicated may be the only way to secure a viable future (Rees 1995). Such a transformation would entail the contraction in economic growth and material consumption by wealthy, high consuming societies coupled with strategies aimed at redistribution of existing wealth to support the evolution of more equitable access to resources among those who are currently deprived or disadvantaged (Rees 1995). This approach, known as contraction and convergence, is gaining support within the sustainability literature but remains anathema to many who prefer to search for technological solutions, e.g., decoupling through efficiency improvements. Through review and critical analysis of the relevant literature, I aim to explore these tensions within the context of mounting concerns over climate change, peak oil, water shortages, habitat loss and species extinction that serve as constant reminders of what complexity theory forecasts for societies unable or unwilling to yield to the forces that shape their very existence. Adaptation is an obvious path to address challenges that technological wizardry cannot solve. However, complexity science forewarns that there are limits to the capability inherent in any society to adapt to ecosystem changes that compound in frequency and magnitude (Tainter 1995; Meadows et al. 1972). Using these insights, I will explore how planning theory can build an informed approach to resilience within community? Certainly the values of increasing social justice are aligned with a long planning tradition in the public interest. Could the moral precepts that inform such a tradition find scientific support in complexity theory that addresses resilience as a necessary turn or (re)turn to expanding the scope of morality in Friedmann’s (2011) search for the Good City and its foundation in a Good Society? Or, is this just a throw-back to a socialistic ideology that has failed to gain traction in political regimes over the decades and even centuries? What could a viable strategy for resilience entail if we as planning theorists believe a response is needed?

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Perceptions of the Common Good in Planning

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Keywords: public interest, common good, pluralism, planning and the state

There has been plenty of debate in the academic literature about the nature of the common good or public interest in planning. There is a recognition that the idea is one that is extremely difficult to isolate in practical terms; nevertheless, scholars insist that the idea 'remains the pivot around which debates about the nature of planning and its purposes turn' (Campbell and Marshall, 2000, 181). At the point of first principles, these debates have broached political theories of the state and even philosophies of science that inform critiques of rationality, social justice and power. In the planning arena specifically, much of the scholarship has tended to focus on theorising the move from a rational comprehensive planning system in the 1960s and 1970s, to one that is now dominated by deliberative democracy in the form of collaborative planning. In theoretical terms, this debate has been framed by a movement from what are perceived as objective and elitist notions of planning practice and decision-making to ones that are considered (by some) to be 'inter-subjective' and non-elitist (Healey, 1997). Yet despite significant conceptual debate, few empirical studies have tackled the issue by investigating notions of the common good from the perspective of planning practitioners. What do practitioners understand by the idea of the common good in planning? Do they actively consider it when making planning decisions? Do governance/institutional barriers exist to pursuing the common good in planning? In this paper, these sorts of questions are addressed using the case of Ireland. The methodology consists of a series of semi-structured qualitative interviews with 20 urban planners working across four planning authorities within the Greater Dublin Area, Ireland. The findings show that the most frequently cited definition of the common good is avoiding/minimising the negative effects of development followed closely by balancing different competing interests. The results show that practitioner views of the common good are far removed from the lofty ideals of planning theory and reflect the ideological shift of planners within an institution that has been heavily neo-liberalised since the 1970s.

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Local Planning Practices, Boundary Objects and Trading Zones: Dealing with Real-Life Politics and Antagonisms in Kruunuhaka, Finland

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Keywords: trading zone, planning practice, complexity

One can trace a line, all the way from Linblom's "The Science of Muddling Through" through phases of advocacy planning, community planning and communicative planning to contemporary collaborative planning ideals, a line that stresses the primacy of communication in planning. However, when things get ugly, when world-views, values and goals collide, even basic communication – let alone consensus – may be difficult to reach (cf. Kanninen, Bäcklund and Mäntysalo 2013). To fix this gap, theories of consensus-building and techniques of conflict management have been developed in quantity.

However, some theorists also think strife is so necessarily a part of planning that it should be somehow incorporated in planning theory as well (e.g. Bäcklund & Mäntysalo 2010). The idea of agonism has been utilised in attempts to create a theory of planning that incorporates the unavoidable antagonism and attempts to transform it into a slightly more "tame" form. Peter Galison's (1997) idea of trading zone is utilised. Galison defines trading zone as a situation in which "groups can agree on rules of exchange even if they ascribe utterly different significance to the objects being exchanged; they may even disagree on the meaning of the exchange process itself. Nonetheless, the trading partners can hammer out a local coordination, despite vast global differences."

A local planning case in Helsinki, Finland is highlighted as an epitome of conflict-laden planning practice. Nearly all involved parties have not only held insights that have produced active confrontations, but have also been internally torn by disputes from within. Individual opinions and institutional positions have become mixed as the conflicts have at times erupted into personalized antagonisms. The analysis uses a trading zone approach for revealing how central aspects of "trading" have been actively avoided, such as creation of common "thin descriptions" or attempts to create mutuality of exchanges. However, certain boundary objects have emerged, even if their shared meanings have been overshadowed by the conflictual meanings of the parties.

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SESSION 1-5 Sustainability and the Environment

Towards More Environmentally Sustainable Urban Development: How to Learn from Eco-districts?

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Keywords: eco-district, organizational learning, urban governance

As a result of the quest for a more environmentally sustainable urban development, new requirements have to be integrated into the production of urban space. Eco-districts can be considered as a way to experiment the realisation of urban areas that take into account these new requirements (Souami, 2009). In general, through the mobilisation of an important amount of funding, political support and technical means, eco-districts manage to produce new urban areas that comply with requirements of environmentally sustainable urban development. This shows that from a technical and an organisational point of view, the production such a type of urban space is possible. In order to understand the way in which these experiences influence planning practice, with a view to generalising more environmentally sustainable practices, the learning process of the actors involved in the realisation of eco-districts is investigated in this text. Eco-districts are produced by interdependent actors, interacting in a network setting (Rydin, 2010). In such a setting, the production of new urban space is an iterative process in which the actors continually adapt their activities and strategies to changing circumstances. The theory on organisational learning (Koenig, 2006) offers a conceptual framework that allows the study of the way in which actors integrate new knowledge and know-how in such a situation. In this text, this conceptual framework is applied to eco-districts in Lyon and Grenoble (France), in order to analyse the learning process of sustainable urban development. It occurs that two concepts of organisational learning, knowledge brokers and boundary documents, play a key role in changing professional practice of planners towards a more environmentally sustainable urban development.

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Food Systems Planning and Revolution in Seattle? An Examination of Six Cases and Radical Planners

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Keywords: planning theory, poststructuralism, complexity, agonism, food systems

This article situates food systems planning in the context of poststructural and radical planning theory. The broad question “How can planners support the development of alternatives to a capital dominated state?” is posed. The author discusses how food systems planners can resist the ideology of neoliberalism, embrace complexity and agonism, and promote resilience. Linkages are made to work by planning theorists Gunder, Hillier, and Purcell, as well as broader critical and political theorists including Foucault, Lacan, Zizek, Deleuze, Guattari, and Holland.

Using this theoretical framing, the author evaluates contemporary food systems planning, citing examples from Washington state including a regional foodshed analysis and work by a food policy council. First, does community food systems planning contribute to a slow-motion general strike, fostering nomad citizenship and free-market communism, as described by Holland? Second, are food systems planners embracing agonism and the deleuzeguattaran notion of immanence, according to Hillier’s multiplanar theory of planning? Finally, are food systems planners fostering the kinds of ecosystem characteristics identified by MacRae as necessary to embrace the complexity of food systems?

The author identifies both problematic tendencies and promising developments in food systems work. Areas of concern include the susceptibility of planners to the technocrat, solution-driven approach. Another risk is that fuzzy concepts of resilience and sustainability are co-opted by the economic imperative. Finally, the author cautions planners against engaging in consensus-building which suppresses agonism. Also highlighted are examples where food systems planners are truly supporting the development of alternatives to the capitalist state.

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Facilitating Urban Multispecies Conviviality: Towards a More-than-Human Planning Sensibility for the Anthropocene

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Keywords: more-than-humanism, planning ontology, Anthropocene

Both Healey and Hillier have in their recent publications begun to stress that planning can and should aim not only at advancing the well-being of humans but also of non-humans. This paper begins to explore the theoretical ramifications and practical challenges raised by such a paradigm-shifting proposition, if taken seriously as a call towards a new paradigm for planning practice.

The paper argues that in our present era of the Anthropocene, where humanity is becoming recognized as a geological force, it is of immanent importance that we find ways to – with the words of philosopher Michel Serres – ‘master our mastery’ of the fundamental life-supporting systems of the planet. In this endeavour, planning may function as a crucial component in the package of tools that will need to be developed to move towards such a new ethos of human practice. But for this to be possible some of the most deeply ingrained and taken-for-granted ontological assumptions of mainstream planning theory may need to be rethought.

To begin to explore some potential developments towards a more-than-human planning sensibility the paper draws on a broad theoretical repertoire, including the work of (more-than)human geographers such as Sarah Whatmore and J.K. Gibson-Graham, philosophers such as Michel Serres, Isabelle Stengers and Donna Haraway, as well as ANT-related social scientists such as Bruno Latour and John Law.

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Developing a Conceptual Framework for the Study of Low Carbon Policy at the City Level: A Regulationist Perspective

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Keywords: low carbon, city level governance, urban regimes, regulation theory

Since 2009, Low Carbon Liverpool has existed as a knowledge exchange partnership between the University of Liverpool, Liverpool Chamber of Commerce and Liverpool Vision (Liverpool's Economic Development Company). Recently, this work has focused on building a 'green policy partnership' for Liverpool. This has involved public, private and community sector actors from across the city. This work has taken place during a significant period of change for cities as a whole, including the advent of Elected Mayors, the emergence of City Deal and a continuing period of national government driven austerity. Reflecting this, the first part of the paper will share some of these experiences, exploring the challenges that city-level actors face when attempting to produce strategic environmental policy for an area. Going further, we seek to explore how this fledgling green partnership conforms to existing theories and concepts around the subject.

Building on 2010's 'Building the Low Carbon Economy on Merseyside' report (North and Barker: 2010), which cited strong leadership and a clear sense of direction as key to a city's economic success, the paper seeks to establish how the nature of this leadership helped, or hindered, work in this regard. This is also consistent with many aspects of the concept of Urban Regimes (Stone: 1989, Stoker and Mossberger and Stoker: 2001) where actors preside over a fragmented governance environment, and must collaborate in order to achieve strategic policy outcomes. Thus we seek to provide comment on whether such a green partnership does represent a new form of urban regime.

This fragmented and shifting environment also leads to questions about how these actors shift with it and adapt to new methods of working. In turn, this could lead to expectations of Path Dependency and the concern that past methods of working could be driving approaches under new delivery mechanisms (Powell: 1991). However, the desire to deliver economic growth in a time of financial downturn, coupled with debates around energy security and climate change suggest that city-level work on a low carbon economy could be seen as a form of regulation. Within this, there are questions as to whether such regulation is pre-emptive (i.e. in order to avoid a potential period of crisis), or can be seen as a response mechanism to an existing period of economic uncertainty.

Consequently, the paper seeks to explore which, if any, of these theories best resemble our experiences working with policy practitioners in Liverpool. By doing this, the ultimate aim of the paper will be to outline a theoretical and conceptual framework that can be used to study the process of low carbon transition in UK cities.

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SESSION 1-6 Collaboration and Regulation in Planning

The Use and Misuse of Collaborative Planning in China: From Theory to Practice

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Keywords: collaborative planning, planning theory, communicative perspective

The idea of collaborative planning was introduced to China in the early 21st century and immediately sparked wide and heated debate in academia and then in the industry. Its development and application in China both exemplified a translation of ideas between the Anglo-American and the non-English speaking worlds as well as a “transnational flow of planning ideas” through different countries and cultures. This paper discusses the use and misuse of the concept of collaborative planning in China. It consists of three parts. Part 1 sketches out the spread of the idea of collaborative planning in China with consideration of the international development and diffusion of the idea and of the perspectives of actor–network theory and institutional analysis. Part 2 explores the use (and misuse) of the concept of collaborative planning in planning practice, and the construction of the collaborative platform. In this section, we argue that in the context of China collaborative planning is more operable at the macro and micro levels, where administrative and financial powers are lacking, than at the meso level. Part 3 presumes the future development of collaborative planning in China. It explores the possibility of utilizing the concept in other areas like environmental protection cooperation and governance.

The Assemblage Turn in Planning Theory: A Confrontation with Innovative Urban Energy Projects

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Keywords: planning theory, assemblage, actor-network theory, urban energy

For the last three decades there has been a kind of hegemony within planning theory—although not an uncontested one—that puts communicative action underpinning collaboration between stakeholders at the heart of our understanding of planning systems. This approach builds on the discursive turn in the social sciences of the early 1980s but also fits within the political science discovery of governance modes of governing in the same period, modes which were argued to overcome many of the limitations of previous top-down, command and control styles of governing. We now seem to be at a turning point. The limitations of governance approaches and of relying on communicative action within network relationships have become increasingly apparent during these past decades of critical engagement and empirical application. Planning theory thus seems to be at a transition point, which some see as arising from the evolution of collaborative planning and some see as a distinct rupture with such approaches. The label that is being used as a working title for this new period of planning theory is complexity planning.

This paper looks at the development of one variant of this complexity planning—based around the assemblage concept. It uses this to interrogate four case studies of planning practice, concerning micro and meso small scale projects for innovation in urban energy and the built environment. They are used to make the case that planning theorisation often misses key urban dynamics by focussing almost exclusively on plan-making rather than the broader planning process. It suggests that regulation remains a core element of planning practice and that an assemblage approach can help highlight the connection between plans and urban change, particularly through the identification of the power of relationships with material elements or actants.

Replacing Truth with Social Hope and Progress with Re-description: Can the Pragmatist Philosophy of Richard Rorty Help Reinvigorate Planning?

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Keywords: pragmatism, Richard Rorty, progress

Contemporary city planning faces what seems like a paralyzing tension. On the one hand we long for the return of the romantic side of the enlightenment tradition from which our field was born—which provided the rational and moral basis to “make no little plans” and provide “the good” to the broadest possible spectrum of humanity. Witness several accounts in the field that planning needs to regain its “visionary capacity” (Campanella, 2011) or “reclaim progress” (Campbell, 2006). On the other hand, we are acutely aware of the damage done by planners in the name of the good. The now iconic examples of Corbusian inspired Brasilia, the implosion of the Pruitt Igoe public housing complex, and Jane Jacobs scathing critique of urban renewal burn in our collective imagination as reminders of social disasters of displacement, top-down authoritarianism, and unforeseen environmental damage. As a result, the field has turned to an emphasis on process; attempting to tread lightly on normative proposals and instead facilitate a communicative exchange among plan stakeholders which is both “rational” and “non-authoritative.” Yet, as critics have pointed out, there is no guarantee that plans generated by communicative processes will not be equally unjust or destructive. Since planning has the unique *modus operandi* of needing to “do something at the end of the day,” there is a need to reflect on this tension, and find—if not a solution—a way to operate in the world that balances this tension. In this essay I argue that the neopragmatist work of Richard Rorty offers a palliative framework to the field and should hold a more prominent role in the cannon. This essay makes three distinct points to advance the argument. First, a pragmatist epistemological approach—that truth is made rather than found—is both consistent with a critique of the rational planning model and offers a better foundation for planning practice than the current Habermasian paradigm of communicative rationality. Second, on the normative side, updating planning’s Enlightenment roots with Rorty’s anti-essentialist, postmodern view of moral progress as a process of “re-description” will go a long way towards reducing the anxiety planners feel in putting forward bold visions for the future. Lastly, Rorty’s concept of the liberal ironist, provides an interesting role model for planners that sees equal value in the contributions made by both the Jane Jacobs’ and Robert Moses’ of the field.

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Exploring the Theory on the Limits of Collaboration

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Collaborative approaches to governance are becoming increasingly important for a range of issues and problems. In countries such as the United States, Canada, and Australia, they have been particularly important for addressing complex, multi-jurisdictional and cross-boundary problems. While much literature has focused on case studies of success and steps for effective collaboration, there has been little interrogation of the barriers and limits to effective collaboration raised by authors such as Layzer and Lane. Some of this literature approaches problematic cases in terms of steps to avoid failure, but tend to devalue contextual, societal, political, institutional and other factors that may limit the success of collaboration—regardless of how well it is practiced. This paper reviews the literature on collaboration, consensus building, alternative dispute resolution, deliberative democracy and other fields to identify some of the observed and hypothesized limits of collaboration. These limits include limits related to: the nature of the problem (Gray, 1989; Sabatier, Leach, Lubell, & Pelkey, 2005), Societal and cultural issues (Gray, 1989; Sabatier et al., 2005; Wegerich, 2007), institutional and political factors (Layzer, 2008; Margerum, 2002; Sabatier et al., 2005), and power politics (Gray, 1989; Lane, 2003; Layzer, 2008). This paper proposes some key hypotheses about the settings and conditions under which collaboration is likely to fail or have limited success.

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Applying a Legal Pluralism Framework to Collaborative Planning Research and Theory: A Proposal for Understanding the Governance Dynamics of Two Complex Mountain Landscapes

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The paper applies legal pluralism framework to collaborative and regional planning theory and practice through proposed case-study research for the governance of complex mountain landscapes. Drawing on both anthropology and legal studies, legal pluralism is defined as a collage of obligatory practices and norms emanating both from law and social institutions (Vanderlinden 1989). Initially developed to understand the relationship between non-state tribal and customary systems, legal pluralism is increasingly applied to contemporary issues and spatially overlapping rules. The framework focuses attention on how individuals and groups frame, justify, explain, adapt, and strategically deploy social and state systems to achieve individual and collective goals (Tamanaha 2008), thus helping us to understand the interaction of structure and agency in planning and decision-making in the context of multiple laws and cultural systems. Collaborative planning and adaptive resource management (Innes & Booher 2010; Healey 2006) are increasingly recommended for the governance of complex landscapes and watersheds at larger landscape scales (Cash, Adger, Berkes, Garden, Lebel, Olsson, and Young, 2006; Innes and Booher 2010), further complicating the unpredictable affect of cultural, institutional, and power differences on collaborative outcomes. Planning scholarship draws on multiple theories of collective action, such as new institutionalism, without sufficiently detailed accounts of how and why actors use different laws, institutions, and social systems in resource decisions. In fact, social and political groups may destructively compete for shared resources, rather than collaborate for common goals.

The proposed three-year study will apply a legal pluralism framework to understanding the dynamics and possibilities of adaptive governance in a rapidly urbanizing and amenity-rich region of the US Rocky Mountains and a high Andean wetland in Southern Ecuador, both fragile mountain watersheds that are governed by multiple state, local, federal, and indigenous, and non-governmental agencies and actors. The case studies include literature reviews, ethnographic fieldwork, and analysis of previous US National Science Foundation supported-research. Whereas collaborative governance and related paradigms predict voluntary adoption of conservation plans after building common normative values through communications, legal pluralism would more likely predict that people would strategically draw on both social and state law to achieve agendas. Analysis will focus on the dynamic effect that overlapping institutional rules and socio-cultural norms have on local government decisions, and thus on the feasibility of proposed decentralized and collaborative approaches to resource management. The proposal is part of a National Science Foundation collaborative network being developed for applied research of complex mountain landscapes with tribal, federal, and international academic partners (CML RCN-SEES) in the US, Europe, and Latin America.

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PANEL 1-2 Writing the Future – Making Knowledge that Matters

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Keywords: planning theory; knowledge; engagement; scholarship

At the 2011 Association of Collegiate Schools of Planning, the journal *Planning Theory and Practice* sponsored a Roundtable entitled: 'Writing the Future: Authorship, Quality and Impact'. The key question we sought to explore was: why do we write? In the resulting discussion the pressures on academics to publish were acknowledged but the overwhelming emphasis was on the greater importance of getting beyond a numbers game of publication for publication's sake to how intellectual knowledge can (and should) make an impact. The pertinence and level of concern about such issues is also reflected in a recent symposium of papers on 'The engagement of planning scholarship with practice', published in the *Journal of Planning Education and Research* and in subsequent editorials in *Planning Theory and Practice*.

Societies near and far currently face enormously difficult and complex challenges in the face of the global economic crisis, social change and increasing climatic variability. Moreover, individuals, communities and cities must grapple with such challenges in an environment of fiscal austerity resulting in severe resource constraint, and where public confidence in the capacity of policy-makers and politicians 'to do right thing' has seldom been lower. The challenge therefore is not just with understanding the nature of the social, economic, political and environmental problems confronting communities but also with the capacity to generate appropriate forms of action and innovative policy interventions.

In this Roundtable, sponsored again by *Planning Theory and Practice*, our objective is to take the previous discussion forward by searching not just to understand the relationship between knowledge and action but to seek how in practice knowledge and action can interface effectively. *Planning Theory and Practice* is jointly owned by Taylor and Francis and the Royal Town Planning Institute and our panel brings together not just academics but also planning practitioners, to consider the challenges and opportunities. A wide range of international experiences are also represented on the panel.

The roundtable will involve:

Luca Bertolini (University of Amsterdam and Interface Editor, *Planning Theory and Practice*)

Heather Campbell (University of Sheffield and Senior Editor, *Planning Theory and Practice*)

Trudi Elliott (Royal Town Planning Institute)

Laura Saija (University of Catania)

Nick Smith (Harvard University)

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SESSION 1-7 Hegemony of Theory in Planning?

Planning Practices in Informal Settlements as (Counter-hegemonic) Planning

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Keywords: counter-hegemony planning, empowerment policy, informal settlement

As Allmendinger and Haughton (2012) and Gunder (2010, 2012), among others, contend, planning reflects the ideological aspects of its time and place. Planning, actively, helps to produce new ideological beliefs and reproduce the prevalent hegemonic ideology. Following Althusser (1977) and Foucault's (1980) notions of ideology and power, planning organisations, as an apparatus of the state, are reproducers of dominant power and hegemonic ideology in their production of public policy, plans and bylaws. As a corollary, counter-hegemonic planning will be function of planning beyond that of hegemonic ideology.

Friedmann (2011) conceptualized planning as 'social transformation' vis-à-vis bureaucratic planning of state or 'conventional planning'. Planning as social transformation can be understood as different scale of efforts in order to change the status quo. Mirafteb (2009) rendered an analysis of the struggles for citizenship in the Global South as a counter hegemonic planning against the domination of neoliberalism. In this regard, those functions of planning – by citizens or/and planners – that happens outside of formal and official regulatory procedures can be defined as counter-hegemonic planning. Informal settlements in the Global South are materialized samples of these functions of unofficial planning beyond formal plans and policies. Indeed, the procedures of formation and function of informal settlements is a spontaneous reaction and a survivalist activity of socio-spatially excluded people. In this paper, we examine unofficial and official planning practices including comprehensive plans and empowerment policies for informal settlements in (Mashhad) Iran through existing theories of counter-hegemonic interventions. By deployment of Laclau and Mouffe's works (1985), this research creates a bridge between the theory of counter-hegemony and planning practice.

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Is Neo-liberalism a Hegemonic Influence on Planning?

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Texts structured around the notion of neo-liberalism proliferate in planning-related disciplines, and it is becoming more common to encounter complaints that neo-liberalism is the hegemonic determinant of contemporary urban plans and sectorial plans on both sides of the Atlantic. Hegemony implies that the influence of one particular ideology is overwhelming, relegating rival ideologies to details and peripheral issues. This paper discusses the problems of revealing ideological influence on plans.

Three cases dealing with different types of plans can indicate whether assertions about hegemonic neo-liberal influence may be exaggerated.

First case: The Norwegian National Transport Plan.

It is examined if the parliamentarians (the decision-makers) – in their dealing with the plan – live up to the neo-liberal idea of management by objectives and results. This would be required to achieve the control made necessary by another neo-liberal idea: the delegation of decisions on most highway projects from the Parliament to the counties and the Public Roads Administration. This is a case where neo-liberal ambitions are kept in check not so much by competing ideologies but rather by political realities and pragmatism.

Second case: The recent municipal land use plans for Trondheim (the third biggest city in Norway, with 180 000 inhabitants).

In this kind of plan, political rhetoric is in free play, as statements on aims and goals can be relatively diffuse and not too binding. The politicians can incorporate elements from any ideology that finds resonance in significant segments of the populace.

Third case: The development plans for NedreElvehavn.

This area is situated on a riverbank close to the CBD, mostly on the land of disused shipyards that is now planned for shops, restaurants, offices, and housing. This is the kind of location and land use change that international planning literature often associates with neo-liberal regeneration projects. I assume that if neo-liberal economic interests cannot be shown to dominate this kind of urban development, they are even less likely to be hegemonic in other kinds of large-scale urban development projects.

In the second and third case, indications of influence from neo-liberal ideology (business-minded economic growth ideology) have been juxtaposed with influences from two different ideologies. These are the “green” ideology of sustainable development and the democratic ideology of an open and inclusive society (which is very much in line with the ideas of communicative planning theory). It is a difficulty that the spirit of the overall conception may be neo-liberal, while the detailed regulation plans for each building plot may pose restrictions on the physical manifestations of business logic.

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Perpetual Neo Liberal Planning in Tel Aviv-Jaffa

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Keywords: public-private ventures, neo-liberal planning, urban beatification

Public-private (PP) development ventures form a leading foundation for planning and building in cities and are usually justified by neo liberal urban regimes as means of stimulating capital investments for creating public benefits (Harvey, Fainstein, Stone, 1993). To our claim, with globalization and growing urban competition, this foundation inevitably subordinates both urban planning and municipal budgeting to short range financial conclusion. We exemplify our claim by research conducted in Tel Aviv-Jaffa, Israel's main metropolitan city. As in many other cities, Tel Aviv's planning bureaucrats advance many PP collaborations to finance a variety of municipal initiatives. Our study indicates that despite their ongoing success in attracting massive investments, erecting substantial development projects and financing beautification, preservation and infrastructure projects, advantages to the public interest are debatable. In fact, while the planners justify their practice as reinforcing the public budget and the city's global attractiveness, the accumulated built products and high taxes do not answer most of the emerging social, environmental and economic necessities. To maintain a good business atmosphere and assure the profitability of the projects, generous building permits are given and luxurious towers are constructed. While these structures mainly benefit entrepreneurs and elite investors or residents, PP legitimation also maintains the trickle-down idea that these benefits will ultimately advantage less fortunate groups by improving the urban economy as a whole. However, most developers are attracted to a small set of specific gentrified areas, and the taxes and revenues gained from the ventures are themselves directed to the very same areas and milieus. Only a minor share of the funds and attention are invested in poor quarters, in the emerging need for middle class housing and in other less profitable matters.

We criticize this neo liberal logic by showing the spatial correlation between PP initiatives and municipal investments in the last decade, when all these efforts interlinked in advancing the same tourist attractions, consumption centers and gentrified clusters. PP practice, we thus claim, is trapping public planning in a vicious cycle dedicated to maintain its perpetual appeal, while urgent social needs remain neglected for years.

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Communicative Planning Theory and the Critiques Overcoming Dividing Discourses

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Keywords: communicative planning theory, communication power, collaborative planning

Over the last 25 years communicative planning theory (CPT) has offered many insights through its focus on planning activities and institutions, but in doing so it has raised new questions and unsettled previously unspoken assumptions about the is and the ought of planning. As it has illuminated and encouraged new types of practice and advanced alternative theories, it has opened new areas of inquiry and debate and given theorists new hills to climb. This paper will examine some of the most significant of the conundrums that have emerged. Our purpose is to lay out potential future directions for both planning theorists and practitioners to explore. The longer term goal is to provide a more complete theory to explain, justify and situate communicative planning in society and to provide guidance for future practice.

We take CPT to include research, analysis and theorizing about such planning activities as plan making, interacting with public and private actors, and collaborating with stakeholders. CPT has documented a rich array of cases and introduced different theorists into planning discourse, using their insights to illuminate why and how things work. It has blown apart stereotypes and simplistic ways of seeing planning. However there remains much more to do. We begin in this paper by addressing five conundrums, questions which remain contested and which cut to the core of CPT. These have often been posed as dichotomies, but we will argue that theorists should embrace and move beyond these seeming contradictions. These are: the power of communication/collaboration vs. the power of the status quo and the larger political economy; the knowledge of experts vs. the perspective of nonexperts; political vs. collaborative decision making; focus on process vs. focus on outcomes; and the just process vs. the just outcome. The paper will end with a discussion of future planning roles and ethics.

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Planning Activism vs Neoliberal Policies: Challenges for Planning Theory and Practice

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Keywords: neoliberalism, public realm, activist planning

The objective of the research is to analyse the role of urban planning in integrated urban policies of regeneration of consolidated city within the context of advanced neoliberalism and dismissal of the Welfare State system.

On one hand, according to an ample literature developed within the Anglo-Saxon context (Fuller, Geddes, 2008; Raco, 2012) the process of *neoliberalization* has significantly invested the field of urban policies in the past decades. States have started to promote *governance*, intended as progressive reduction of their role (Colombo, 2012), pursued through an increasing development of public-private partnerships (*New-contractualism*, Yeatman, cited in Raco, 2012) and through the emphasis on the local management of social issues (*spatialization*, Tissot, 2005). Even if managerial and out-put oriented approach to the city is promoting itself as more democratic because more local and related to communities' needs and their involvement, according to various authors (see Swyngedouw, 2011) it leads to a *de-politicization* of the city. It is argued, indeed, that no real power is given to active citizens since objectives and strategies are already decided at a wider level and are influenced by blackmails of the financial capital (Žižek, 2009).

On the other hand a vast literature in planning theory is still describing planning as a process of social interaction and production of *public realm* (Arendt, 1958) situated *in between* political and economical powers and social mobilizations (Roy, 2011). This *in between* role was traditionally characterized by translation of social claims into political ones through the welfare system (Raco, 2012). Nowadays the increasing dismissal of the Welfare State is putting into question the very meaning and legitimacy of planning as intended above.

The research is analysing the relationships between this two tendencies. The context is the one of Milan (Italy) chosen because particularly interesting for the complex relationship of governance between Third Sector, social business and Public Sector, which is subcontracting not only management but also design of urban policies to those actors. A critical interpretation will be done with the help of the literature developed in the U.K., a context that presents various similarities and differences with the one of Northern Italy. Focusing on planning, we will analyse the cases study of three public housing neighbourhoods in Milan where we can observe both private/public institutional policies of regeneration and action-researches related with *activist* planning. How do the two trends, which sometimes are sharing the same languages and techniques, but with different purposes, relate with each other? Which are the epistemological and ethic issues that this match poses to planning?

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SESSION 1-8 Planning for Resilience

Towards Contemporary Resilient Settlement Planning: Some Reflections on the 'Nature of an Appropriate Spatial Plan' from the Perspective of the Post-Colonial African 'Edge'

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Keywords: resilient urban planning, land-use and programmatic plans, structural and spatial plans

Foucault once suggested that the study of social phenomena in pathological societies sometimes reveals clearly what is elsewhere less obvious. The paper is about an instance of such raw instrumentality from the African southern tip and 'global edge', reflecting on the main features of the evolution of settlement planning thought and practice at the Cape of Good Hope (also known as the Cape of Storms), South Africa, from the mid-1600's till today.

Architectural, urban design and town planning analysis of the historical development of Cape Town has suggested that four settlement-making paradigms have been operative during the respective periods: the pre-colonial; the earlier (1600s-1840s) and later colonial (1840s-1920s); and the 'modern town planning' (1930s - to the present). In recent times there have been numerous calls for a shift away from the mechanistic and reductionist 'modern town planning' paradigm, which continues to be based on the programmatic 'land-use planning' approach and which was appropriated by the operative apartheid ideology in South Africa for very many decades. Urban Planning flowing from this approach has shown itself to be incapable of dealing effectively with many realities such as inequality, poverty, uncertainty and trauma, whether local, regional or global in origin.

The paper rests on the premise that closer examination of some of the attributes of the earlier colonial models of settlement-making is of relevance to the quest for some valid principles for the resilient physical structuring of settlements at the current time.

The paper marshals selective evidence in this regard from the 1800s at the Cape, where aspects of two town extensions of Cape Town are examined: the 'New Market' of the early decades of the century; and the development of the first commuter suburbs of 'Green Point and Sea Point later.

On the evidence, the paper suggests that the physical order of structure of these evolving settlements, as well as the dynamic nature of the sporadic unfolding and development infill that has occurred as part of the development processes exhibited, do appear to hold lessons for resilient town building in our time.

Attention is also drawn to parallels between features of the historic practices of settlement-making examined in the paper and ideas about the making of the city expressed by urban design pioneers and critics, such as David Crane, Romaldo Giurgola, Jane Jacobs, Christopher Alexander and Jan Ghel, in the 1950's-60s and later.

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The Information Imperative: Exploring Information's Role in Urban and Community Resilience

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Keywords: resilience, urban planning, information

The concept of resilience has been increasingly used to understand and ameliorate a range of social challenges through examining how individuals, families, and communities respond and adapt to stressful conditions. Resilience is appealing as a conceptual tool as it accommodates the complex, dynamic, and multidisciplinary nature of the fields to which it has been applied, including urban planning and development.

Despite its growing presence in academic discourse, the concept of resilience does not readily translate into tangible and implementable principles and guidelines. Due to its origins in the physical sciences and its interpretation via a range of scales and disciplines, resilience often suffers from ambiguity, which threatens to suspend it in academia as subjective and ideological rhetoric. Much of the current discourse on resilience revolves around whether and how the rich substance of the idea of resilience can be delivered to practitioners as a tool for social management and development.

Information can be seen throughout the current literature as both a direct and indirect indicator of individual, community, and urban resilience. Examples of such indicators include the availability of reliable, accurate, and trusted information; the presence of responsible media outlets; community narratives; and knowledge, literacy, and education levels, just to name a few.

By focusing specifically on information and its influence on the development or hindrance of resilience, what might we learn about how to best prepare communities and cities for both unexpected and planned change? How might understanding the power of information as a contributor to resilience change how governmental and non-governmental agents partner in interventions intended to increase resilience? How might a resilience-based understanding of information change or validate how program and policy interventions intended to increase resilience are implemented?

This paper will explore these questions through literature review, content analysis, and case study analysis. The hypothesis is that information plays a significant role in resilience development both directly through information distribution as well as indirectly through the development of effective partnerships and community participation. The results and conclusions of this work will contribute to ongoing efforts to operationalize the concept of resilience in urban planning and development practice.

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Resilient Urban Planning: Building Resilient Cities

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Keywords: urban resilience, resilient thinking, resilient urban planning, resilient cities

A city consists of complex and interdependent systems and is extremely vulnerable from hazards. When addressing the uncertainties, resilience has generally been regarded as a priority in urban planning and management. In recent years, city has suffered from the climate change. It is especially in China that has suffered many devastating ecological damage, floods, and earthquakes, addressing the threat of disaster has long been an important planning objective. Recent calamities, such as the 2008 Wenchuan Earthquake, the 2012 Beijing Floods and the air pollution recent years have urgently demanded a resilient planning approach.

This paper proposes a resilient approach in urban planning aiming at the creation of resilient cities with ability to withstand types of threats. It reviews recent urban planning practice, explores the relationship between resilience and urban system, and discusses importance of resilience and approaches of applying its principles in physical and social elements of cities.

By studying the initiation and development of resilient approach, the paper raises several important viewpoints from nine aspects, and then focuses on the urban resilient system.

It is the views of the author that urban resilience study should include four fields. They are the ecological resilience, the engineering resilience, the economic resilience and the society resilience. The author argues that the study of resilient urban planning can be classified into the "planning" for resilient cities and the "resilience" of urban planning.

"Planning" for resilient cities refers to developing cities with a stronger adaptive ability to respond to economic, social and ecological problems by urban planning strategies in the process of climate change, energy shortages and population growth challenges.

"Resilience" of urban planning refers to the use of a more flexible, adaptable approach to deal with dynamic problems in plan delivery, which requires both the basic principles, such as urban function, structure, development direction, main road network, important infrastructure, public service facilities and significant impact block plan, as well as adaptability, flexibility and inclusiveness to adapt to the change of environment and market.

The paper finally recommends a major resilient cities initiative, including improve the idea and method of the urban planning, expanding urban systematic research and strengthening cooperation among different disciplines involved in resilient urban planning and development.

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From System to Action: Towards a More Radical Conceptualisation of Urban Resilience for Planning Practice



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Keywords: urban regional resilience, strategic planning, trans-disciplinarity

Resilience has displaced sustainability. Offering a new exciting and somehow also less restrictive-moralistic alternative approach to well-known challenges such as climate change, it was embraced by politics. Planning on the other hand adopted this new concept with its ideas of uncertainty, discontinuity and chaos rather late. Especially in the urban context with damage-intensive areas as well as its constant need for cross-cutting approaches resilience with its malleability was quickly acclaimed and becoming manifest in the metaphor of the “resilient city”.

Although acknowledged now as a valuable contribution to the current discourse in planning theory, often in proximity to on-going studies such as complexity research or “interpretive Planning”, evidence suggest that planning practice still has difficulties to implement the new concept in terms of a generic approach. Thus this paper aims to investigate possible conceptual shortcomings for operationalizing “resilience”.

Drawing from neighboring disciplines such as system theory or action theory as well as experiences from the FP7 research projects TURAS “Transitioning towards resilience and sustainability”, suggestions are made for a more “differentiated” approach to the concept of “urban resilience”. Afterwards this approach is tested against prevailing concepts of resilience in planning on more general terms. Based on current literature and conceptual considerations it is finally argued that a fundamental limitation to the operationalization of resilience may lay in the predominant self-conception of planning science and practice, which is still rooted in “times of sustainability” rather than embracing a new rationale.

The paper closes with suggestion for furthering a more radical urban resilience theory that bravely applies underlying paradigms to the process of planning itself to put a buzzword into action – an opportunity largely missed for “sustainability”.

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SESSION 1-20 Transnational Perspectives on Connecting Research and Practice in Planning

Ethnography's Role between Knowledge and Action: Lessons from China

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Keywords: ethnography, China, transnational planning

Urban planning in mainland China is at a crossroads. In 2007, revisions to the nation's planning law expanded planners' remit to include vast rural hinterlands. In 2011, "urban-rural planning" was promoted to become one of China's top-tier academic disciplines, finally emerging from architecture's shadow. These advances should herald a "fourth spring" for Chinese planning, yet planners have struggled to meet the challenges posed by these opportunities. Though their formal role has expanded, planners remain a largely irrelevant afterthought in the politics of urban and rural development.

In response, Chinese planners have sought to bolster the theoretical basis for planning. In part, this has involved doubling down on technical rationality. Increasingly, however, Chinese planners have begun turning to theories developed in response to the perceived failure of technical rationality in Europe and America in the mid-twentieth century, including communicative rationality, the just city, eco-urbanism, and the new urbanism. While promising, these theoretical imports have so far failed to transform Chinese planning practice. This is in part due to the persistent gaps between hegemonic Western planning theory and the social, political, and economic specificities of the diverse geographic contexts where planning is practiced - in other words, the gap (both figurative and literal) between "knowledge" and "action". In order to bridge these gaps, it is necessary to develop networks of reciprocal knowledge sharing, in which the practices of diverse locales mutually inform and strengthen each other.

This paper argues for the central role of ethnography in this endeavor, as represented in three basic characteristics: (1) ethnography is inherently transnational and has a deep tradition of reciprocal knowledge production; (2) ethnography produces knowledge through both analysis and synthesis, providing a potential intermediate step between research and practice; and (3) ethnography produces knowledge through the investigation of practices, complicating the conventional flow of knowledge from researcher to practitioner. These three functions are illustrated through an ethnographic study of an urbanizing village in Chongqing Municipality. The paper evaluates the applicability of current planning theories in the Chinese context and proposes an alternative, synthetic basis for Chinese planning going forward.

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It Takes More than Knowledge to Make a Difference: Reflections from the UK

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Keywords: planning theory, knowledge, engagement, scholarship

It is widely accepted that planning operates at the interface of knowledge and action. As an activity concerned with intervening and taking action in the hope of realising better place-based outcomes than would be achieved otherwise, it might be assumed that the better informed such judgments, the better the resulting outcomes are likely to be. But how does (and should) knowledge about the world get turned into actions designed to make the world a better place? The argument presented in this paper acknowledges the interconnected, heterogeneous, even globalised character of the planning challenges confronting societies: of what may be described as truly 'wicked problems', where the very nature of the problem is not well understood, far less being easily susceptible to short term solution. But it seeks to consider how far our understanding of this 'complexity' is a function of researchers' analytical preoccupations and is in turn limiting planning theory's capacity to connect to the practical and normative.

This paper develops the framework explored previously in a paper by one of the authors, which sought to examine the intellectual and practical questions which lie at the heart of the relationship between *is* and *ought*, the analytical and the normative (Campbell, 2012). It will explore on the one hand the nature of the planning problems and on the other how researchable problems are conceived. More particularly, it will consider the nature of 'rigour' and how this is variously conceived by planning practitioners and researchers. The paper draws on experience from planning practice in the UK to illustrate the argument.

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The Great Urban Transformation along Highways in India

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Keywords: urban transformation, cosmopolitan urban theory

It interrogates the agrarian to urban transition taking place along inter-urban highways in India, through a comparison of the urbanization along two highways, one in South India and the other in West India. The character of urban development and the institutional arrangements that emerged to manage land allocation along these regional highways are divergent, with one being more equitable and democratic in its urban outcomes, and the other degenerating into state coercion and corruption. This comparison enables me to articulate the conditions under which the great urban transition can lead to more just outcomes.

The phenomenon of urbanization-outside-cities deserves attention because it challenges existing urban theories, which are primarily inherited from the experiences of North Atlantic cities. This paper argues that the contemporary processes of urbanization in India are both unique and universal. They are unique because they are set within the specific political-economic contexts of post-colonial South Asia. They are universal because they are set within larger global processes of the post-Fordist economy. The comparison of India's contemporary urban experiences with other countries like China and those in Latin America allows for the production of more cosmopolitan urban theories that will enable planners to intervene more effectively in diverse transnational contexts.

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SESSION 1-9 Local Initiatives

An Integrative Spatial Capital-Based Model for Strategic Local Planning

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Keywords: capital resources, local planning, strategic model, planning vision

Urban and regional planning strategies face an inherent gap between vision and reality. While vision refers to an ideal future state, reality is focused on everyday problems. The consequence is that decision-makers find it difficult to succeed in reaching their long-term goals. In order to meet a region's goals, decision-makers must make vital policy decisions based on the relative and absolute strengths of a region and its residents in order to bridge the gap between vision and reality. This concept of comparative advantages is not easy to define or quantify, further challenging local governments. A region's strengths come from a variety of assets and activities within its territory—its capital resources (Friedmann, 2002; Albrechts, et al., 2003; Kitson, 2004). These include the local economy, human capital, cultural capital, environmental capital, social capital, infrastructure capital, as well as the local authority's political capital. Urban and regional decision-making should make use of a region's capital resources in order to achieve optimum development for the region, its residents, and the local authority.

In the present study, we employ an integrative spatial capital-based model for strategic local planning that we developed and implement it in a peripheral region in Israel. Based on a novel integrative methodology, the model stimulates action to mitigate significant challenges addressed by long-term normative vision by means of strategies that bridge the gap between vision and reality. The proposed methodology originates in diverse theoretical disciplines: public governance, planning, economics, and social sciences. It combines top-down and bottom-up analysis, using the Benchmark technique to rank the accumulation of a region's capital resources relative to other regions that were chosen to serve as a reference. The model uses the concepts of "spatial capital," which is based on the accumulated assets and capabilities of a region, and "development engines," which are alternative macro-strategies designed to help achieve the major goals set by the plan's vision. Each development engine comprises a mix of all capital resources, which are given different weights according to their respective importance and contributions to the achievement of the specific goal. Each development engine, therefore, represents a cluster of interrelated assets that can work synergistically toward a desired outcome. The methodology identifies the barriers and limitations that interfere with the local authority's achieving its goals and proposes ways of action that constitute the strategic planning for improving the region's current ability to reach long-term goals. Such integrative strategic planning aims at achieving a better integration of the overall components (i.e., the region's capital resources); provides a flexible, modular planning platform; and is sensitive to different interests, to the diversities that exist within and among localities in space, as well as to changes that take place overtime.

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Translating Theory to Practice: Alternative Planning for 'Unrecognized' Bedouins Villages in Israel/Palestine

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The lecture will analyze the attempt to apply principles of critical planning theories emerging from "the south-east" to the preparation of professional spatial plans. It will first sketch a theory of 'alternative indigenous planning' searching for spatial justice and the formalization of 'gray space' vis-a-vis heightening neo-colonial and neo-liberal forces. It will then analyze, from a participant observation perspective, the translation of these principles to an alternative regional plan for dozens of unrecognized indigenous Bedouin Arab villages in southern Israel and the West bank, Palestine. Following years of neglect, marginalization and evictions, the villages took initiative 'from below', together with planners associated with several NGOs and the academia, prepared a professional master plan for recognition and development. The plan aims to counter government moves to forcefully relocate most Bedouins from their ancestor's lands into new planned townships. Its preparation which lasted three years was fraught with trials and tribulations. Both government and alternative plans are now debated in the public arena. The lecture will analyze this unique planning exercise, and pay special attention to the role of academia and research in the preparation of alternative plans and the impact of this process on the development of critical and reflective planning theories.

Navigating the Path from Planning Paradigm to Plan Implementation: The Case of a New Bedouin Locality in Israel

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Keywords: Israel, Bedouin, communicative planning, planning-as-control, planning theory

The planning paradigm has been used by adherents of different schools of planning thought to claim dominance over the field. Yet, the only academic consensus that appears to have been reached in planning theory is that there is none. This has led some theorists assert that planning theory has fallen into a “postmodern abyss” (Harper and Stein 1995), as it lacks any agreed-upon principles or foundations. In a postmodern world, is there a need for such an inclusive perspective? This paper addresses the question by applying two planning theories, communicative planning and planning-as-control to the case of urban planning for the Abu-Basma Regional Council, a new municipality being planned for the Arab-Bedouin in Israel’s Negev/Naqab Desert. These theories reflect the divided opinions regarding the program; while planners have represented Abu-Basma as collaborative planning, advocacy organizations and residents assert that the program is nothing more than an attempt by the government to limit the growth of Bedouin settlements.

Through 90 focused interviews with residents, government representatives, planners, academics and activists, we obtained qualitative data on the formation and implementation of urban plans for Abu-Basma localities. This data allowed us to explore the role of the two planning theories in informing and explaining planning and its outcomes. The findings reveal that planners’ attempts to conduct a democratic planning process have come up against the traditional notions of representation in Arab-Bedouin society, whilst planners’ abilities to meet many residents’ needs were limited before planning began, by the institutional and ideological constraints set upon them by the Israeli planning system. This suggests that no single planning theory can accurately explain how planning has proceeded for the Abu-Basma case; rather, both theories provided valuable insights into different aspects of the planning process and its outcomes. This paper therefore supports the calls of theorists for a pluralism of planning theories, issued from diverse geographic and political contexts (e.g. Watson 2009, Yiftachel 2006), while cautioning against a deterioration into the “postmodern abyss”, in which relativism and ambiguity leave planners and theorists without any direction in which to advance the discipline or any guidelines to inform their work (Harper and Stein 1995). While no one “paradigm” may exist in a Kuhnian sense, it is suggested that planning theories, when articulated extensively in conjunction with other emerging theories, can serve as invaluable tools to understanding and enhancing practice.

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Empowerment, Transformation, and Resilience: Applying Local Knowledge for Disaster Community Planning

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Keywords: local knowledge, disaster planning, social learning

Planners are becoming more aware of their roles in disaster preparation, adaptation, and recovery regarding the social, environmental, and cultural perspectives of disasters. There is a growing body of literature that emphasizes the application of local knowledge for disaster planning and management whereas few scholars have paid attention to how the local knowledge framework has been connected with the field of planning. With a critical review of planning theory and current literature, this research aims at discovering the connection between local knowledge and planning regarding disaster preparation, adaptation, and recovery. It first affords a more comprehensive understanding of local knowledge by examining how local knowledge, including its content, social network, and governing mechanism, has created an interactive social learning process, which has been seldom recognized by the planning academia. The research further analyzes how the theoretical framework and practice of local knowledge have been rooted and applied to planning theory and practice based on and beyond the social learning framework, with emphasis on empowerment, transformation, and resilience. Based on the analysis, it expands the dialogue of planning theory by the definition and the mechanism of empowerment, transformation, and resilience within the scope of environmental planning. Furthermore, it demonstrates the opportunities and limitations of local knowledge social learning process in which various stakeholders collaborate to empower, transform, and resilience facing the uncertain challenges.

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SESSION 1-21 Politics of Planning

Planning and the Creation of Collective Political Actors

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In planning literature “South” very rarely indicates just a cardinal direction: it is more often referred to geographic areas that – according to a certain model of development – are lagging behind (northern) others while being characterized by unique and charming traditions. A long-term condition of ‘underdevelopment’ and the resilience of good-old cultural systems are two faces of the same coin: a sort of resistance to change that represents an interesting field of research in planning. Southern planners can benefit from unique opportunities in the field of historic preservation, tourist development, and cultural planning, but they also face enormous challenges such as long-term social inequalities, environmental exploitation, and institutional inefficiency or corruption. How change can/has to be promoted in these contexts, and by who, is a very open and controversial issue. This paper compares two cases – in Memphis, TN and Eastern Sicily, Italy – in which such an issue is being explored through an action-oriented research approach by planning researchers in partnerships with community organizations and institutional actors. In particular, the paper focuses on the importance and the challenge of creating collective political subjects aimed at pursuing of structural changes in “lagging” contexts.

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Planning Desire: Participatory Planning, Governmentality, and Construction of the Planning Subject

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Keywords: participatory planning, governmentality, planning theory

The conventional characterization of planning as the application of knowledge to action assumes that planning responds to problems situated in its external environment. On this view, to simplify only slightly, problems such as sanitation and public health have biochemical origins, overcrowding and congestion derive from demographic or technological dynamics, and problems of growth, development and sprawl have roots in economic systems. In every case, planning “intervenes” to effect conditions whose genesis lies in circumstances external and prior to planning.

This paper examines planning’s active role in constituting, rather than simply responding to, the domain of its interventions, the conditions of its possibility, and the subjects of its desire. I argue that the constitutive role of planning proceeds on two tracks, first by constructing the problems that provide its reason for being (i.e., delineating the subjects of planning) and then by enrolling participants in addressing the problems thus defined (i.e., creating the subjectivities of planners as active agents capable of addressing the problems that planning defines into existence). Both of these activities—the selective construction of material reality and the empowerment of agents to act in accord with that construction—are essential to the practice of governance or what Foucault (1991) called the “conduct of conduct.”

In this context, participatory planning can be understood as the enrollment of citizen-planners in this dialectical process. I examine participatory planning as a “technology of citizenship” (Cruikshank, 1999) that recruits citizens to participate in aligning their conduct with the material realities and subject positions created within the planning process. Participation, in this light, is both empowerment and constraint, empowering through collaboration in planning’s construction of its material reality and constraining through the disciplining of behavior in conformance with the reality so constructed. The outcome of this dialectic is inherently neither good nor bad but depends on the politics of its practice in any particular case. I illustrate the process in a case study of recent redevelopment planning in Camden, New Jersey, long an exemplar of urban disinvestment and economic decline but pursuing multiple planning strategies to reconstitute its material reality in a new form.

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Would a Non-Sexist City Be Enough? Womanism, Feminism and Visions of Urban Development

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Keywords: urban history, urban renewal/development, womanism, feminism

In 1981, Dolores Hayden proposal feminist-oriented urban development. She asked, "What Would a Non-Sexist City Look Like?", and this conceptual framework is included in many contemporary planning texts. However, how relevant is this question today for urban and regional planners? Many black urban communities in the U.S. and beyond do not name sexism as the predominant issue affecting community and economic development. Visions of feminist utopia or women-centered alternative designs - however significant they might be - may not be enough to make a positive difference in the economic development of urban settings. Other ideological factors, along with sexism, hinder the socio-spatial progress of black and non-white urban communities worldwide and failing to perceive or name these realities undermines the great potential of urban planning theory and its dialectical relationship to the practice of planning. Therefore, in this presentation, I will elaborate on the discoveries made in my 2010 dissertation, *Troubling City Planning Discourses: A Womanist Analysis of Urban and Social Renewal in Springfield, Massachusetts (1960-1980)*. This study is the first to use a womanist method to identify and analyze planning discourses, narratives and storylines that were generated about the former "Negro" community in Springfield during the 1960s and 70s. Though foreign to many planning feminists, womanism, which was developed in the 1980s by black women theologians in the U.S., has come of age and womanists now represent many disciplines and schools of critical thought and inquiry. Thus, in addition to discussing the conclusions and implications of this study, the presentation of this paper will serve two other purposes: 1) to provide an introduction to womanism as a conceptual framework for analyzing and re-imagining urban development in areas and regions compromised by many factors, such as race, gender, class and sexuality; and 2) to demonstrate that the feminist discourses of the late twentieth century must now be re-calibrated to include those who are on the front lines of civil and human rights struggles and who are willing and able to unmask and dismantle oppressive ideologies that threaten development in places where the population is predominantly black, non-white and profoundly challenged by a myriad of social, spatial and economic issues.

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SESSION 1-10 Democracy and the Public Interest in Planning

Challenges in Using Local Knowledge to Inform Sustainable Development Decision-Making

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Keywords: local knowledge, participation, sustainability, public interest

Public participation is a key concern for urban planners, but an ongoing challenge is how to collect representative and meaningful participation to inform decision-making (Brabham 2009, Innes and Booher 2004). Participation continues to be vital for sustainable development planning, as decision-makers must wrestle with establishing priorities of the economy, environment and social equity (Campbell 1996). While as experts planners are tasked with approximating the public interest, there is a growing acknowledgement for the need to balance professional ways of knowing with local knowledge of places to improve community planning (Corburn 2003, Healey 1998). The proliferation of community mapping by nongovernmental organizations, grassroots groups, and community-based organizations enables us to harness local knowledge about community assets and liabilities that can inform and improve urban planning decision-making (Santo, Ferguson and Trippel 2010). Although community maps contain a wealth of focused public engagement on local sustainability priorities, there is not a reliable accounting of which publics contributed to and are represented in the maps. Moreover, it remains unclear to what extent and under what conditions local governments utilize the priorities communicated by these maps to shape sustainability practices and policies. *This article begins with a review of theories of public participation, ways of knowing, collaborative decision-making and how they work to approximate the public interest. Using a case study analysis of community mapping in the most sustainable US and European cities, this article examine show local governments are employing community mapping and how it impacts participation themes of inclusion, trust, empowerment and civic capacity in planning. The article concludes with a discussion of the challenges in using community maps to inform planning decisions for sustainable development and how planning can reconcile the potentially limited approximation of the public interest represented in these maps.*

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Dis-placing Rights: The Politics of Rights in an Age of Urban Colonialism

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Keywords: rights, displacement, urban regeneration, Indigenous people, colonialism

A discourse of rights is central to the legal and policy systems of planning virtually everywhere. Moreover, it is questions about (struggles over) rights that are the focus of various competing claims over place that a planning system is, in theory, supposed to mediate. Yet it is patently clear that *how* rights are defined and conceived (rights in what and for whom), the source of those rights, and perhaps even more importantly *who* determines these, are central to the politics of rights-based struggles. This is evident in relation to the relatively weak rights of users of a city space in the face of the very powerful rights of real estate markets. It is also evident in relation to the relatively weak rights of customary or informal tenures in the face of formalised property rights. As such, the politics of rights recognition is central to planning struggles yet the field rarely grapples with such questions, and when it does is viewed mostly in a liberal paradigm, one which has been widely critiqued as failing its own lofty ideals both politically and empirically (Zizek 2005, Mouffe 2000).

This paper draws on original research in two very different planning contexts – comprehensive urban regeneration policy in the UK; and urban planning with Indigenous nations in Australia. What links these two planning contexts together is a similar-looking (but not necessarily common) outcome– that of displacement and dispossession. Bringing together these two very different planning settings, and their similar-but-different outcomes, under a general theory of urban colonialism (Roy 2006, Rankin 2010, Yiftachel 2009) the paper explores in theoretical terms the central political problem of the *recognition* of rights within planning. What do these two contexts teach us about the politics of rights recognition within planning systems? What impact does a narrow private property conception of rights in planning have in different contexts? How might we better theorise, and practice, rights recognition in planning to both expose the displacing effects of planning, and support the struggle against dispossession? The paper addresses the theoretical import of these questions in planning contexts of deep difference (Watson 2006) and competing rationalities over space and place.

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The Multifaceted Public Interest: Making Sense of Finnish Planner Professionals' Conceptions

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Keywords: public interest, land use planning, planning profession

In most European and in the Anglo-American countries, after the WW2, the central part of the jurisdiction of planning professionals has been to exclusively define and represent Public Interest in land use planning while other stakeholders have been seen as representatives of special or private interests. (Larson 1977, Schön 1991, Campbell & Marshall 2002, Puustinen 2006.) Definitions and interpretations of the concept have varied, though.

The paper at hand describes the discursive changes of the concept of Public Interest in Finland from the 1940's to present day. As a background historical literature analysis is utilized (Puustinen 2006). The empirical part of the paper consists of a comparison of two sets of data. Sari Puustinen has interviewed Finnish planning professionals about their interpretations of Public Interest in 2002 and 2012. She asked interviewees if PI exists in land use planning, what is its meaning and how is defined.

The data shows that both the interpretations of PI and the process of defining it have changed in ten years. When in 2002 PI was defined as the *opposite* of private interests, now paying attention to private interests is seen as an increasingly important part of Public Interest. Also, defining PI is not anymore clearly privileged by planners. New professional groups introduced by the practices of managerial governance (see also Evetts 2009) are participating target setting in land use planning.

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Street Level Democratization and Improvisation in Cleveland, New Orleans and Albuquerque

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Keywords: street level discretion, democratization, practice studies

This paper will form the basis for the introduction and conclusion to a book on Street Level Governance, Conflict and Improvisation to be published by Routledge in the coming year(s). The book draws upon the co-generative method of developing profiles of practitioners through interview questions oriented to the reconstruction of flows of practice rather than to the justifications for past approaches or decisions. The resulting grounded accounts of street level practitioners in community based organizations and public administrative positions alike make it possible to investigate both challenges and opportunities faced by local actors devoted to broadly democratizing agendas of achieving respect, recognition and justice in concrete instances where substantive results of service provision and/or inclusion and/or engagement matter in the face of local conflict and local government decision-making (or neglect or avoidance.)

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SESSION 1-22 New Urbanism, Resilience, and Urban Governance

Resilience of Urban Systems

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Keywords: urban resilience

The following work aims to develop the concept of *resilience of urban systems*. It's argued that the concept of resilience shouldn't be directly derived from that of Physics nor that of Ecology, the latter being already proposed by Alberti et al. (2003).

Reviewing bibliography related to the concept of resilience (Holling 2010; Alberti, 2003) and planning theory (Ovnik and Wierenga, 2011) we will reason about how resilience of urban systems should be conceptualized, acknowledging that that kind of systems have an intrinsic unrepeatable state landscape.

In conclusion, we propose a new definition of the concept more suitable to the specific characteristics of that kind of systems, alongside with a rationale supporting it. Furthermore, this new definition offers a broader scope to the definition of resilience of urban systems referring to a vaster universe of issues than those usually treated in the majority of the bibliography on the subject, which deals mainly with acute states (natural disasters and so forth).

The deepening and broadening of that concept is essential to planning practice and research. Without a robust and broad definition of resilience of urban systems we tend to discuss a partial reality that doesn't match the full complexity of urban systems and thus the debate on urban resilience isn't as efficient as it could be.

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Governmentality and Urban Governance Autonomy or Legitimation? Revisiting the Practice of Planning

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Keywords: power, planning, governance, Foucault

The study examines the power relations prevalent in contemporary democratic societies. Power -- understood as a web of relations connecting the social agents -- is directed to govern the actions and the conduct of individuals. In this conception, power does not mean imposing constraints on individuals in order to hinder their freedom, but rather freedom is seen as a necessary condition for the exercise of power. The personal autonomy is not the antithesis of political power, but the basis for its exercise, since the social agent is not seen as a mere object of power, but as a subject of it.

The text investigates the concept of power by focusing the social networks evolving from both the micro and macro level of society. In the latter case, power is understood as micro relations that are condensed and concentrated on the State in the form of social government. The discussion on government and the various forms of power attached to it is developed through the concept of *governmentality*. The idea of governmentality as advanced by Foucault stresses the importance of different ways of thinking and acting as part of the efforts to know and control the various aspects of everyday life. As a form of power, governmentality is understood as the strengthening and proliferation of the state government apparatuses and as the development of a complex body of knowledge and expertise about how to govern and exercise power and, about the nature of those upon whom government is to be exercised.

Special attention is given to political power as a form of control that is exerted from established apparatuses of governance. Taking Foucault ideas the study evaluates the strategies of government as a constitutive element of power relations in society. The empirical investigation focuses on experiences of urban management and planning in diverse branches of local public administration in Brazil. It seeks to reflect, on the one hand, the evolving and ubiquitous character of the power relations taking place in democratic societies and, on the other, to what extent the urban planning practice constitutes the *governmentalization* of such relations.

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A Qualitative Case Study of New Urbanism and Normative Values

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Keywords: New Urbanism, normative values

Planning has had a long history of decreeing solutions for urban problems. Over time, planning “movements” resulted such as the City Beautiful, Garden Cities, the Radiant City, Advocacy Planning (Hall, 2002) and most recently New Urbanism (Katz, 1993). All have been proposed to improve the quality of life and proposed by those who strongly believe that they know what is needed and wanted and that they have the “right” solution. The extent of the success of these “top-down” plans continues to be inconclusively debated and has been challenged by the supporters of communicative planning. Research into communicative planning shows that it has some value in arriving at agreements a particular planning problem. (Innes & Booher, 2010)The question remains of how to determine the existing normative planning values of a particular population and the effect of those values on the extent to which a particular planning method may be adopted

This study addresses this by conducting a qualitative case study of the planning for eleven cities of the Mississippi Gulf Coast after Hurricane Katrina, where plans were completed for these cities during a charrette led by New Urbanists. The study will gain insights into the extent to which those who live in these cities were open to the tenets of New Urbanism and the extent to which the plans were implemented.

These New Urbanist plans were based on the normative values that are outlined in the Charter of New Urbanism. This study will look at the normative values of the Coast’s planners, politicians and residents in relation to these tenets. It is hypothesized that where the normative planning values are most aligned with New Urbanism the plans are more fully adopted, i.e., where the demand for New Urbanism already existed is where that planning model achieved the most success.

The case study will include a Guttman cumulative scale survey, which will be completed by the planners, politicians and others who were present at the time of the charrette. Follow-up interviews with a randomly number of respondents will augment the analysis of the results.

The insights gained from this study will be of interest to both theorists and practicing planners. Strong results should guide theorists and practitioners to broaden their inclusion of existing normative planning values in their plans and call for a more integral approach to planning.

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SESSION 1-11 Decision Making and Infrastructure

The Current Crisis and the Weaknesses of the Utilitarian Approach to Transport Infrastructure Planning: The Mediterranean Corridor Case

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Keywords: mega infrastructure, post-utilitarian planning

Paradoxically, the current crisis is not only obliging to reshape important plans and projects but it is also creating the cultural and epistemic conditions for a new framework for planning where more complex dimensions (political, financial, economic, spatial, environmental) need to be publicly evaluated and integrated all together. The Trans-European Network for Transport (TEN-T) programme and the mega transport infrastructure projects (MTIPs) connected with this programme, represent valid cases on which to study this process. The alpine territory, on the other hand, due to its environmental, ecological and social sensitivity, is a space where, even more than other territories, all these new problems emerge with more evidence and where the different dimensions involved must be acknowledged, recomposed and managed all together in order to enhance the overall quality of both the infrastructural projects and the alpine territorial systems.

A project promoted in the context of the European Alpine Space programme (the Poly5 project) is strictly connected also with this important scientific and practical task. In fact, with specific reference to the Mediterranean Corridor (former Corridor 5) of the TEN-T programme, that also crosses the alpine territory, Poly5 project is particularly aimed at elaborating an approach to infrastructure planning, with specific reference to the regions from Lyon to Lubiana, able to overcome some of the typical weaknesses of decision making and implementation processes in the field of mega transport infrastructures projects that, during this crisis, are exploding all together. In a context of general economic and financial difficulty, in fact, the poor performance of plans and projects, the big powers and interest that make pressures on research and consultants to overestimate transport demand and to underestimate existing infrastructures, the excessive optimism bias of many actors involved, etc., are all elements that contribute to reduce the credibility of plans and projects and to reduce, consequently, the public consensus to important territorial transformations. Some of these weaknesses seem, however, strictly concerned with the typical utilitarian approach to infrastructure decision making and planning. Consequently, the Poly5 project is supporting the idea of overcoming the pure utilitarian approach to infrastructure planning. A post-utilitarian approach to infrastructure planning should, therefore, imply a planning system where preferences are to be considered not only as given but even to be enacted, formed and structured in a public and independent debate. This would imply not only the registration of given welfare preferences, but also the construction of new meta-preferences able to integrate, with interests, also meanings and values. Technically speaking, scenarios, visions and strategies seem to be the basic elements for the construction of this possible "post-utilitarian" framework. With particular reference to the Mediterranean Corridor, the contribution will discuss the collapse of the MTIPs credibility and the emergence, through some important new practices, of a post-utilitarian approach to infrastructure planning.

Planning Policy Ideas in Transit

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Keywords: policy transfer, transit oriented development, Amsterdam, the Netherlands

Policy concepts often experience waves of discovery, rejection or neglect, and rediscovery or resurgence. This paper examines the resurgence of the concept of Transit Oriented Development (TOD) in the Netherlands, which is too often assumed to be a policy import from North American cities but is actually based on much older ideas of rail-based property development that date back more than a century. This paper reports the preliminary results of a research project on the role of knowledge and information in planning processes, in particular those related to TOD in the Amsterdam Metropolitan Region (AMR). The paper uses a framework based on policy transfer literature (see below) to chart the transfer of TOD policies, concepts, and tools from two perspectives: inward and outward. First, it examines the extent, nature, and type of policy tools sought by policy officials and key stakeholders in the development of TOD policies in Amsterdam. Second, it examines the extent to which policy officials and stakeholders from outside Amsterdam look into this region for policy inspiration and the lessons that they seek to draw from Amsterdam (and from Dutch planning in general). The paper is primarily based on information from semi-structured interviews conducted with policy officers from the city, regional and provincial levels of government, as well as the national Ministry of Infrastructure and Environment, the Environmental Assessment Agency, and selected independent experts. A similar method has been used by authors of several other papers (included in the reference list below), who have reported policy transfer in the planning realm. The paper will examine the importance and relevance of policy transfer in the AMR, as well as the role of formal and informal dissemination networks.

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Understanding Influences of Culture in Spatial Planning and Practice: Implications of Cultures on the Design and Implementation of Water Management Policies in the Rhine-Meuse Delta Region (The Netherlands) and the Chaophraya Delta Region (Thailand)

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Keywords: flood management culture, cross-cultural comparative study, urbanised delta region

Recently, reformation of flood management in urbanised delta regions has been informed by transfers of knowledge, technologies and policies, aiming to cope with seemingly common environmental challenges. Yet, previous experiences have shown that a policy successfully applied to one place do not always produce positive outcomes when applied in different contexts. This is because territorial development processes are shaped not only by formal rules, but also significantly by local conditions, including cultures. However, the existing notions regarding cultural influences on territorial development processes in the spatial planning discipline is still rather limited.

This paper introduces an integrative framework that combines the available notions in the fields of cultural studies, organisational and management sciences, and institutional and policy analysis. It is expected to help informing planners and policymakers on influences of cultures on the shaping of spatial development outcomes through institutional arrangements and how cultures should be taken into consideration in policy-making and implementation processes. The integrative framework consists of three conceptual tools to support the analysis. The first tool suggests a way to classify flood management conceptions and actions into ideal types, regarding conceptions and actions in relation to human-nature relationship and human-human relationship. These comparable flood management types are then analysed using the second tool, which suggests the factors that are argued to crucially affect whether a policy initiative is likely to be accepted and put into implementation in a given context at a given point of time. This aims to provide a better understanding on why seemingly alike policies were responded differently when applied in different contexts (referring to the analysis of cross-national policy transfer in this case). The third tool offers a conceptual framework for investigating what are the principal elements in the development context that determine cultural bias and the construction, functions and effects of institutions in territorial development processes, regarding flood management in particular.

The application of the framework is illustrated through the analysis of the past flood management policies and the responses to the policies in two case studies, which are the Rhine-Meuse delta region in the Netherlands and the Chaophraya lower delta region in Thailand. The plausible explanation of the past situations shows its promising use in informing planners and policymakers on what are the objects of concern regarding cultures in flood management and possible planning interventions that may help enhancing conformity between the future spatial planning objectives and the development outcomes.

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A Framework of Three Parallel Planning Process for Spatial and Infrastructure Plan

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Keywords: planning process, public involvement, validity claims, interests

A planning system with three parallel planning process is proposed in this paper. The overall process is considered to be composed of three concurrent sequences of actions as sub-processes: technical examination sub-process, sequential planning sub-process and communication sub-process. The similar idea has already been applied in the governmental guidelines of the Japanese Ministry of Land, Infrastructure, Transport and Tourism for a rough planning of the major infrastructure development in 2008.

In this paper, a general framework for a spatial plan or an upper plan of infrastructure developments was described by considering the corresponding process to citizen's claims based on their needs or interests. This is based on the idea of the validity claim by Habermas and Moore but in this paper those claims are presumed to be imperfect usually. Under those circumstances, the planning agency may have the responsibility to understand, classify and respond to their claims in an appropriate manner. Tackling with this matter and after constructing the planning system, several reasons of justifying those frameworks are described and some controversial points such as the causal relationship between ends and means to three sub-processes are examined.

In addition, some practices using the planning system for a toll road rough plan in a dense district and a spatial plan after the Tsunami disaster of 2011 are demonstrated briefly. In the case of toll road planning, a proper public involvement resulted in almost no objection status in spite of a nuisance facility in the area. In contrast, the next section of the road without a proper communication process had faced strong objection from the residents.

In conclusion, three parallel planning process proposed in this paper which is based on the previous remarkable studies is useful to clarify the opinions with imperfect claims and is workable in the situation of Infrastructure and spatial planning in Japan.

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SESSION 1-23 Intricacies in Spatial Planning

Governmentality Matters in Spatial Planning Practices

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Keywords: governmentality, governance, spatial planning practices, neo-liberalism, power

In spatial planning the concept 'governance' has been widely used and recognized to describe shifts in political authority in a context of interaction between actors, emphasizing the legitimacy of policy by an approach to achieve consensus by participation and cooperation (Buitrago, 2009). The concept of 'governmentality', coined by Michel Foucault (1991), has been more limited used and recognized in spatial planning. Governmentality can be understood as the organized practices (mentalities, rationalities and techniques) through which subjects are governed (Mayhew, 2004). For governmentality are liberalism and neo-liberalism just more rather than a market-oriented approach and a plea for a small state. The concept of governmentality offers the possibility to address the specificity of contemporary neo-liberal forms of governance.

This paper is a plea to make more use of the concept of governmentality in analysis of resilient regions or other spatial planning practices. Firstly is paid attention to the concepts of governance and governmentality in the analytical framework of the paper. There are authors (e.g. Lemke, 2009) who emphasize differences between the concepts of governance and governmentality. These concepts are operationalized in different ways and are linked to power in different ways. There are also authors (e.g. Bevir, 2011) who operationalize the concept of governmentality and governance in a way that they have more in common, grow to each other and emphasize complementarity between the concepts. After showing these equalities and differences between governance and governmentality Dutch spatial planning practices and spatial planning practices in the United States will be discussed in order to demonstrate empirically the value of the concept governmentality. The expected outcome is the conclusion that the use of the concept of governmentality for analysis of spatial planning practices offers a valuable approach to analyze resilience of regions and the possibilities to improve this resilience or regions. That makes the concept of governmentality relevant to spatial planning practices in different countries.

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Where? Knowledge in Planning after the Modern Project

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Keywords: knowledge, planning theory, language

The role and significance of knowledge in planning processes is one of the classic issues in (spatial) planning theories (Ryder, 2007). In modern planning the deployment of scientific knowledge was an undisputed and essential aspect of the idea of planning. In later deliberative and collaborative planning approaches the role of knowledge was seen more from a local perspective and a learning perspective. Recent postmodern planning approaches tend to see knowledge as a multiple phenomenon in power driven processes. In this paper some thoughts on the role of knowledge in planning processes are presented, based on a genre approach to planning and applied to previously empirical research into the role of knowledge in planning.

The used genre approach describes planning as a flow of speech acts. Planning can be seen as the interplay between genres, i.e. clusters of speech acts aimed at a particular goal. (Lyotard, 1988). Examples of genres in planning are design, survey or decision making.

This approach is applied to earlier empirical research into the role of knowledge in 17 regional plans in different parts of Netherlands divided over three generation of Dutch planning (De Haas, 2005). It is examined how knowledge about the object of planning was gathered and used in the process of planning. Knowledge use was not defined as quotations in official or non-official documents, but as active use in discussions, design, decision, etc.

From the viewpoint of a genre approach use of knowledge in planning can be seen as making transitions from genres like 'survey' or 'applied research' to genres like 'design', or 'decision making' and *vice versa*. The phrases in which these transitions occur have the character of a metaphor. Resilience is an example of a metaphor used in metaphorical transition statements. Genres involved in knowledge use in planning, require new types of gathering knowledge, for example that in which new social media are used.

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Spatial Quality and Its Metabolisms

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Keywords: spatial quality, neighbourhood redevelopment, planning ecology

Since change is at the heart of human settlements, looking at resilience as the ability to adapt ‘to the multifaceted nature of local and global challenges’ is an interesting starting point for a positive formulation. The concept’s utility to planning and development thus can be explored in broad terms and framed as an approach aiming at spatial quality. From a relational understanding, ‘planning what?’, ‘for whom?’ and ‘by whom?’ become important questions. Answers can be generated by confronting the multiple dimensions from literature on strategic planning, spatial design, and social innovation, with empirical cases.

This paper aims to reconstruct and assess a planning process using a specific lens. It starts from the hypothesis that interactions between actors themselves and between actors and their environments can be grasped better if one sees these as complex processes of naming and framing issues and aims, of selecting measures and feeding decisions back into evolving interactions, of controlling flows of information and resources, of playing contextualized roles and mobilizing power regimes ... In order to also stress dynamic equilibrium (e.g. between substance and process) and co-evolution (e.g. amongst disciplines, experts and users) a systems approach is a promising angle of investigation. It is our hypothesis that ‘ecology’ can be a productive metaphor for such ‘living’ system.

In order to explore the power of this metaphor, the paper does four things. First, it reconstructs the relations between different actors belonging to the socio-spatial system Schorvoort, a neighbourhood of Turnhout, a town in the north of Belgium. It maps the actors within their spatial realm as local authorities, planners, local citizens, occasional users of public space ... and examines these actors’ modes of interaction with the different components of Schorvoort as a social space. Second, based on interviews, observation, research-by-design and debate, the paper provides a synthesis of the ‘network of desires’ that can serve as a platform for the definition of a spatial development for the neighbourhood for the decades to come. Third, it describes proposals for physical interventions which try to envision possible strategies to improve the socio-ecological system. Finally, in order to identify and learn from user interaction with the built environment, the paper connects seven broad dimensions of the relational framework developed in SPINDUS - addressing spatial quality - to particular specifications as revealed by users in their interaction within particular spatial conditions.

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Crisis, Planning, and Regional Policy: The Territory as a Chance

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Keywords: crisis, territory, regional policies

The idea of the territory as a chance to overcome the crisis' challenges, provides a line of analysis that might contribute both to planning theory debate and to planning practices' domain and its constraints within the neoliberal policies as well.

At first we start by setting out what we believe "territory" (as an operational concept) can achieve through an analytic perspective, and accordingly as a critical and way of planning, in coping with the crisis (Clarke, Newman, 2010; Gamble, 2009). To explore such assertion we reconstruct and analyze three public discourses on the crisis that suggests different way out: "growth-oriented", "(new) welfare oriented", and "territory oriented". In the first, the crisis way out is entrusted to growth; in the second the re-construction of a new welfare system is the solution; in the third discourse, the territory is considered as the opportunity.

At second and to characterize the backdrop of our reasoning, we analyze the crisis' spatial consequences as a result of three decades of neoliberal urban polices (Harvey, 2012; Kunzman; 2010 Sager, 2011) stressing the idea that the same places marked by the crisis (cities and territories) could be engaged in overcoming the crisis.

Third, in the paper's last part, we turn to the debate on the potential meaning of the territory as a chance to overcome the crisis, if opportunely "treated" through regional polices and urban planning practices encompassing the following issues: local development and integrated sustainability; self-adaptation, resilience and ecology; development and reinvention of territorial heritage; deliberative practices and interactive design.

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SESSION 1-12 Alternate Viewpoints

On the Fundamental Nature of Urban Planning and Design and the Conditions that Shape it into the 21st Century

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Keywords: planning theory, institutions, cycles of change

Urban planning has long been an exercise of government intervention into urban development, since at least the middle of the 19th century, the birth of modern planning. Since about 1980 there has been a general and sustained attack on the welfare state, public sector intervention, and the usual type of urban planning that has accompanied them. Planning has not been immune to these changes, and has itself been transforming into a new type of activity.

Houston, Texas is a good example of a new type of planning that has not relied on the regulatory brand of public sector intervention. Long (in)famous for never having a city general or master plan or land use zoning, it nevertheless had the largest planning department in the United States in the early part of this century. The question becomes: What did all those planners do?

They employed a three-part approach, of neighborhood planning, infrastructure network planning, and project scale planning (Neuman 2007) in non-regulatory ways.

Given the conservative phase of the political cycle we find ourselves in now, there is much interest in Houston's non-regulatory approach to managing urban development. Yet politics, like economics and nature, is cyclical. It swings like a pendulum from left to right, progressive to conservative, and back. These cycles have guided, in large part, the shape of planning in the modern era. (Explain)

These cycles persist today, in modified form. What is different about them nowadays? While many of the features of society get interwoven into the fabric of planning practice and its patterns and cycles, some fundamental changes are taking place in both the essential nature of society and the forces that shape it. These have enormous consequence for planning, and these changes, and their effects on planning, are the topic of this paper.

These cycles are changing in the following ways:

- The cycles are shorter than before, meaning more rapid, shorter attention spans
- The cycles are more extreme than before, higher highs, lower lows, greater swings between the sides of the spectrum
- Extremes become norms
- Greater volatility, less predictability
- More complexity, greater diversity, greater individuation
- More dynamic, change, instability, and therefore uncertainty become the norms
- migration and flows across networks – all kinds of both

In the face of these and other factors, simple dichotomies like left and right, good and bad, etc. are becoming less relevant for characterizing societies and the individuals that make them up. Perhaps organized politics will pick up on the lead of the people. The planning profession has already done so in

numerous places. How? Several cases will be referred to – good examples are in Healey, Forester, and Watson, among others.

Moreover, future projections, including scenario modeling, are rendered nearly untenable as models and tools and visions to base the future on (Hopkins and Zapata 2007, Brail 2008, Holway et al. 2012). While this type of thinking has been around since Alvin Tofler's popular yet influential book *Future Shock* of 1970, globalization, climate instability, the internet and social media, the network society, and the numerous challenges posed by rapid urbanization worldwide; compounded by the ever accelerating pace and scale of multiple and simultaneous changes have made prediction in planning well nigh impossible. What's a planner and a planning researcher to do?

Planning processes themselves have changed in at least three fundamental ways: The planner – client relation, the rational – technical model, and the mode of planning action. These three changes combine to exert a profound influence on the role of the planner, not only in the community, but also in society. It is these changes, especially the role of planning and the planner, which this essay explores.

The planner – client relation

In the past, the planner drew up a plan for the city, which the client, usually the city government, implemented. This classic dyadic relationship is no longer just linear and one way. Now, the line between the planner and the client has become blurred as the private sector has increased its role, which is not merely the client role. It has transformed and merged into the role of the planner due to several conditions.

- 1 Private developer has increased responsibility now for preparing site and master plans and paying for or directly providing infrastructure.
- 2 Public-private partnerships, and other partnerships, which now provide infrastructure and regulation (BID's, HOA's, e.g.).
- 3 Increase in the number of stakeholders and participants in the planning process.

Expand on each of these three items.

This last one (#3) is not limited to the private sector alone. Non-profit and non-governmental organizations, and the public sector as well as individual citizens and groups.

Thus the planner client dyad has expanded into multi-directional forums and arenas in which there are rich and reciprocal interactions among the players, at least in the best of circumstances.

Another way planning has changed is from the dominance of the rational-technical model back to the design and image based model. The rational-technical model was first spelled out by Ed Banfield in Meyerson and Banfield's classic *Politics, Planning, and the Public Interest*.

Goal → Objective → analysis → Options → Evaluation → Selection → implementation → assessment -- repeat.

This is hierarchical, linear/cyclical, sequential, and the product of an individual mind.

Even as Banfield laid out the rational model, they critiqued it for being divorced from or distorted by politics in what is still one of the most useful and trenchant case studies of city planning ever conducted. These critiques continued for decades, through the post-modernist deconstructions of virtually everything rational.

In the Anglo-Saxon world, design-led planning is being brought to the fore once again by the so-called new urbanists. In the Mediterranean and Latin worlds, planning has always been design-led, as it is in some Asian countries where planners come from the ranks of architects or engineers.

In a sense, designer-planners follow Leonardo DaVinci's dictum

Image → Act

Images in the mind's eye (vision) lead directly to action, a plan or design to be realized. This accords a more explicit role to images in urban planning, in at least three ways:

- 1 images of the future of a place
- 2 marketing in the present of a place
- 3 shaping planning processes and the institutions in which they occur

explain each of these three points in a paragraph or two each

in professional spheres this has led to a resurgence of designers – architects, landscape architects, urban designers – within the ranks of planners. In political-institutional spheres, the image of the future is subordinated into a pawn of marketing the competitive city. The image as it gets subverted becomes more facile, polished, and diluted of meaning. In this way the use of planning's images may succumb to Guy Debord's critique in his book *The Society of the Spectacle*. Planners become image managers, more so as they get closer to politics and power, where it's all about image. (expand a bit)

These two tendencies co-exist and co-evolve within the context of the third and perhaps the greatest change of all in urban planning over the last one hundred years. Planners used to act directly on the city. Iconic examples include Burnham, 1909 Chicago, Cerda 1859 Barcelona, Haussmann mid 19th century Paris, Burley Griffin, 1912 Canberra.

Now, planners act on institutions, act on cities through institutions. These institutions of governance are relational, as Patsy Healey indicates in her new book (2010). Relational in the context of her book refers to several types of relations: among levels of government, stakeholders, across scales of action, among societal sectors, among space and institutions.

The latter is one of the new frontiers of planning theory, spatial theory, and institutional theory; spatial-institutional isomorphism.

In this understanding of planning sketched above, there are four ways to characterize what planners do. One is creators of visions / plans / scenarios / strategies / designs for the future (Hopkins and Zapata 2007). Secondly, this implies that planners are organizers of hope (Forester 2009, Forester 1999), plus arbiters of rights and responsibilities (Watson 2009), and as designers and managers of democratic governance institutions using planning processes and institutions (Neuman 2010). Explain all four in a paragraph each.

It is critical to recognize that these are all normative roles. Planners assign and arbitrate values as they seek the good city, a better future, just outcomes, equitable processes. Therefore, a high degree of social responsibility falls on planners' shoulders.

In fulfilling these roles, planners act using different types of knowledge; scientific, technical, normative, and creative. Understanding and using these different types of knowledge, and relating them to the places they plan, the peoples and communities that they plan for and with, and the institutions that they design and manage is a very large challenge. One that any consequential planner in the 21st century has to face, accept, and master.

(insert drawing I did for Seymour Mandelbaum's seminar 25 years ago)

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An Integrated Planning, Learning and Innovation System in Public Sector

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Keywords: system, innovation, planning, learning

Innovation is doing things in a new way. Inventions are not innovation, but to exploit inventions in a successful way in practice are innovations. Innovation involves changes in thinking, products, processes and organization. Changes count as innovations when they are new for the implementer, but not necessarily new to other businesses (Nelson and Rosenberg, 1993). Both in Norway and many other countries, there is now a system theoretical approach to innovation emphasizing the interaction between private and public actors, and for the innovation policy and politics the most important task is to reduce system failures. Lack of innovation has been explained with inadequate technological understanding with management, weaknesses in R & D, lack of cooperation and failure of the regulatory framework. The concept of national innovation system has been central, later there has been more talk about regional innovation system and a more territorial adapted innovation policy (Langeland and Vatne, 2010). Tura and Harmaakorpi (2005) maintains that innovation is as much a social as a technical process, and they understand innovation as a locally rooted process that takes place in the regional innovation system, which consists of innovative network of actors working together promoting the innovative capability of the system. The innovative capacity of the system is regarded as the networks' ability to capture changes in the surroundings and to leverage resources and expertise in innovative processes in order to increase the region's competitive advantage.

Many innovations in the public sector occurs randomly as a reaction to crises or scandals, or that new leaders must show that they good enough. The problem with these changes is that the public sector does not build up a capacity to engage in continuous innovation. There is therefore a need to develop a system for innovation in public sector. This systematic innovation work need a management and control system where one learns from own experience and thus can be better able to meet new challenges. Learning and innovation can thus be viewed as a process in which actors try to find new ways to better realize their values, fulfill their interests and satisfy their needs. But learning will not just be about learning new ways to realize the old values, interests and needs, learning may also be amendment of the old values, interests and needs. Reforms in public sectors have had focus more on output than on outcome, and therefore public sector values and missions are not challenged and discussed. Our hypothesis is that this lack of outcome accountability is a system failure and an obstacle in the process of stimulating public sector's innovative capacity.

In planning literature planning, evaluation and learning is regarded as an integrated process, and to design functional planning system that contributes to connect them together are regarded as essential to stimulate innovation both in organizations and society. In this paper we will discuss the concept of innovation in the public sector, the consequences that the reforms in the public sector have had on innovation in public sector, and which requirements a local and regional comprehensive planning system including planning, evaluation, learning and innovation need to fulfill.

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The Production of the Landscape of Exception in High Conflict Zone

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Keywords: state of exception, power, political conflict, planning, landscape, West Bank

A wide range of literature shows the persistence of high conflicts and power inequalities in the urban dimension. Consequently, there is a wide exploration of discrimination against and the subjugation of minority groups in urban areas; on the other hand, there are many progressive and radical urban movements (and scholars) around the world working (and researching) for better and more equal living conditions in the cities. The paper shifts this focus on landscape, analyzing landscape transformation in the West Bank as a result of power inequalities, discrimination and conflicts.

The ongoing transformation of landscape in high conflict zones stretches the meaning of landscape from a natural scene people interact with, to an active force, exercising power over people. Clearly, political power has the ability of converting the landscape from a harmonious scene to a scene that is full of conflicts. According to that, the landscape loses its vitality, continuity, and original image. It can be called as a "landscape of exception", according to Agamben studies on the concept of the "state of exception": when a political regime (state) faces a political crisis, it circumvents the constitutional principles and an "exceptional state" that is characterized by a void of law is produced (Agamben, 2005).

The concept of exception is very obvious in high conflict zones where the space becomes "void of law", and the reality of space deviates from a famous explanation of space developed by Henri Lefebvre (1991) where he points out that the space is a "social space" that is a "social product". The landscape of high conflict zones is marked by spatial differences between the 'space of the powerful' and the 'space of the powerless' influenced by power relations. The organization of space and spatial differences in high conflict zones cannot simply be understood as an emptiness of law. On the contrary, the whole landscape acquires new meanings: domination, control, and surveillance produced by an ordered process of planning which is mostly in the hand of the hegemonic power. In its fragmented landscape, the West Bank seems as a "hollow land" in which Israel controls the air above and underground the fragmented land (Weizman, 2007).

This paper argues that the concept of the landscape of exception is a most appropriate framework for understanding the landscape transformation in high conflict zones, where planning is used as a control tool rather than a reform tool. The paper explores how colonial powers in high conflict zones transforms the landscape into a landscape of exception that includes more than a "void of law". This exploration is very essential to understand the landscape's role in contested regions where it becomes a controversial issue. The paper also aims to highlight the power of planning in deviating the landscape from its original meaning of prosperity to a meaning of control.

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Planning Theory from the South: Learning from Luanda and African Urbanism

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Keywords: planning theory, African urbanism, Luanda

With a current population of over one billion people, Africa is undergoing a period of extraordinary demographic change. Showing some of the fastest rates of urban growth across the globe, its urban population of about 400 million is expected to double within the next 20 years. By 2050 more than 1.23 billion Africans will be living in cities. But despite such glaring arithmetic significance, the mainstream continues to disregard the continent when it comes to the production of worldly knowledge about the city and the ways in which we can face the daunting challenges of our increasingly urban contemporaneity. The aim of this paper is to contribute for the ongoing efforts to escape such impoverishing theoretical predicament.

Rowing against a powerful tide that reduces African cities to little more than an accumulation of insurmountable problems and subsequently traps them in the rubric of development, the objective is to identify and think through some of the ways in which African urbanism can provide for advances in planning theory and practice. This implies taking seriously the project of “writing the world from an African Metropolis”. It might even mean considering, like Rem Koolhaas famously does, that looking at the African megalopolis of today is to glimpse at the future of all cities. And perhaps planning theory can actually learn something from the often over-glorified, but nevertheless considerable resilience of African cities.

Using ethnographic material collected during fieldwork in Luanda, the paper will make sense of its metropolitan transition as a means for exploring the ongoing debates about urbanism and urbanization in Sub-Saharan Africa. It will do so by focusing on the ways in which space is produced in the context of a rapidly growing oil economy, particularly in what pertains to the role of planning. From such standpoint, it will seek to infuse critical insights into how we think about the urban condition and subsequently consider how to act upon the world and plan a better future for all.

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PANEL 1-3 The Role of Planners in Coping with the Number One Global Risk – Severe Income Disparity – Welcoming a New Book

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Keywords: social equity, justice, planning education, housing, urban regeneration

Before its annual meeting in Davos Switzerland (January 2013), the World Economic Forum (WEF), composed of political and business leaders of the capitalistic world, published the report *Global Risks 2012*. In this seventh edition of the report, the socio-economic risk of *Severe Income Disparity* have replaces *Environmental Catastrophes* as number 1 out of 50 global risks, in terms of perceived likelihood over the next 10 years. It seems that since the social protests of 2011 that spread to 952 cities in 83 countries, concern over increasing disparities between the haves and have-nots within cities and countries and among them has captured the public discourse in many parts of the world. This same concern captured the attention of urban planners long ago, both in academia and in practice.

In the summer of 2009, an international group of senior planning educators, selected by their long-term interest in teaching and research about social equity in urban and regional planning, convened at the Technion to discuss *Planning for/with People: Looking Back for the Future*. We are celebrating here the publication of a collection of a few of the essays, which were born in this meeting and edited in a new book (Carmon and Fainstein 2013*).

In light of the public discourse of social inequity and the publication of the new book, our purpose in this panel is to discuss ways by which planners can contribute to coping with the so common and so threatening global risk of increasing disparities. The discussion will open with brief presentations by a few colleagues: Susan Fainstein (USA) will talk about how the abstract idea of justice is applicable to specific planning situations and is needed to counteract neoliberal assumptions. Naomi Carmon (Israel) will talk about social equity in planning education and its implications for urban regeneration and housing policies. Bish Sanyal (USA and India) will discuss the changing perceptions among planning academics about why urban slum dwellers generally accept growing income inequality and what kind of events may spark protests against such trends. Heather Campbell (UK) will explore the challenges for the theory and practice of planning of moving from critique and/or good intentions to actions that make a difference. Contributions to the discussion (up to 3 minutes each) are invited from academics and practitioners (please register with us ahead of time) who work on this subject and come to this session.

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SESSION 1-13 Planning and Social Change

Lost, Oblivious... And/Or Just 'Liking' It? Being a Planner in a Time and Space of Contestation and Challenge

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Keywords: neo-liberalism, rationale for planning, role of planners

The last three decades have been troublesome and bruising times for 'the *planning*-project'. Interrogated, ridiculed and clobbered by conservatives, neo-liberals, postmodernists and ecologists, *planning* is a long way off from its heroic utopian, reformist and humanist origins and founding days (Eraydin and Tasan-Kok 2013; Campbell 2012; Tasan-Kok and Baeten 2011; Sager 2009). Within the world of academy, this changed world and its impacts on and implications for *planning* has been a source of many scholarly publications. Occasionally this has even spilled over into a call for *planners* to 'dig deep', rekindle their love for doing the right thing, and to find the courage to not just 'like it' from the comfort of the proverbial armchair, but to actually get back in the trenches and (collectively) 'make the world a better place'.

Despite the many engagements by planning theorists with the subject, this pondering has as yet not really extended into the experiences of those in the trenches of the real world. Neither has it entered into worlds where an already harsh set of conditions have been made worse by in some cases a deep dislike, and others a strange love-hate relationship with modernism and everything that smells of it, such as planning.

In this comparative paper, we explore this world, trying to map and understand the experiences of young *planners* living and practicing/working under such conditions in Turkey and South Africa. We try to find answers for questions like 'do these *planners* (still) believe in planning, does it have a meaning for them (and what is it), do they believe the planning principles and ethics they have learned during their study of planning, is it part of their make-up/approach to life, where does their view of the world sit in this, does this view of planning sit well with the way they see the world from where they are culturally, philosophically, ideologically coming'? In this process we explore (1) the impact of neoliberalism on the public, collective roots of the *planning project*, (2) the 'fit' between popular postmodern-me-centered-hyper-real/facebook/super-narcistic culture, tradition and 'the ideology of *planning*'; and (3) the relevance of *planning* today.

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From a Planning Doctrine towards Development Strategy Approach in the Case of Bosnia and Herzegovina

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Keywords: urban planning doctrine, post-socialist transition, development strategy approach, sustainability

This paper argues that a strong ideologically driven planning doctrine was replaced by a vague set of development strategies due to multifaceted transition processes around the globe. Focusing on post-socialist, post-war and neoliberal transition processes experienced in South East Europe the paper shows that the decision making systems shifted away from control-oriented and top-down regulation to flexible planning more open for individual development. The paper analyzes the historical trajectory of planning processes in Bosnia and Herzegovina (BiH) in order to offer insights into newly-shaping planning systems. The analytical framework of planning doctrine is redefined and adopted in order to investigate the trajectory of change. Planning doctrine is generally known as a guiding framework for planning that is initiated by planners, operates through spatial and planning organization, guided by a metaphor and carried out continuously by a network of actors (Alexander and Faludi 1990; Faludi and Van der Valk 1997; Faludi 2000).

Here, planning doctrine asks for redefinition and is viewed as the organizational planning framework through which an ideology operates and is expressed through spatial and planning organization which contain planning principles and planning concepts. Although it can be argued that planners are never divorced from a political system of values, the main difference between the existing and redefined definition of planning doctrine is that one was started by the planners and the other translates a political ideology. Transition is viewed as a path-dependent process, having different dynamics in different places, while societal complexity makes transition more complex and creates boundaries to consensus-making. Due to these complexities, BiH moves slow on its transition path. Development strategies, one of which is sustainable development, came as parts of outcome of transition. The paper emphasizes that development strategy based approach requires a new umbrella so that 'things can be done'. Sustainability became one of the many possible strategies to fill in certain elements that will give enough room for maneuver in planning implementation. In this context, sustainability appears as the new leitmotif of urban planning in the late post-socialist transformation, but stands in contradiction with current planning and spatial implementation while the country goes through a clear neoliberal transformation.

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Forbidden Fruit?—The Expert Planner: A Post-postmodernist Take on Planners in Spatial Planning and Development Control

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"In the day ye eat thereof...ye shall be even as gods, knowing good and evil." (Gen.3-5)

Traditionally, knowledge was forbidden fruit, allowed only for priests. The Enlightenment opened scientific knowledge, but class differences perpetuated the association between status and expertise. In reaction, postmodern planning doctrine downplayed scientific knowledge and privileged appreciative knowledge. Many here dismiss professionalization, posing a dilemma for planning theory and professional education. Making the case for the expert planner resolves this dilemma.

My case has three aspects: 1) The object: the life-world in space – settlements, distribution of activities and the built environments supporting them, manifest as land and property markets. 2) The context: culture, values and norms – the institutional contexts of land/property markets. 3) The subject: planning as a societal and individual practice – planner-practitioners of spatial planning and development control.

Societies always had spatial planning - vernacular settlements reflected social norms, traditional cities followed planned schema – through ruling social institutions. In modern societies markets prevail, operating in institutional contexts. Unique characteristics differentiate land/property markets from regular markets. Location makes land a good with limited substitutability and replaceability, giving it investment rather than use value. Speculative property markets demand public intervention, as financial markets do (per *The Economist's* Buttonwood), and indicative planning enables land markets to operate. Land/property markets need planning/development control, working through various institutions from public (e.g. statutory planning) through public-private partnerships to private (e.g. contractual covenants) (Alexander, 2001).

Today planners practice spatial planning in environments that vary widely depending on the specifics of each case, making normative generalizations impossible. Review of different practices categorized by factors including sectoral specialization and levels of governance suggests that needed knowledge varies systematically. Planning at lower levels demands less expertise; as the level of governance rises and specialization increases more substantive knowledge is required (Alexander, 2005). Effective practice of spatial planning at the local/municipal level and higher levels of governance (metropolitan to trans-national) needs technical knowledge understood as professional expertise. This is what distinguishes spatial planning as a practice from planning as a form of governance (Mazza, 2002).

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But Does It Work? On the Causal Relation between Urban Planning and Social Capital

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Keywords: social capital, evidence based, collaborative planning

Improving social life and social capital has been long, explicitly and implicitly, an inspiration to modern planning. Ebenezer Howard and John Ruskin aspired to create ideal communities by means of city building. Halfway through the 20th century, Jane Jacobs, talking of the “ballet of the street” linked urban planning to urban function, and searched for an empirical explanation for the behavioural and social results of planning decisions. Post modernist theories of planning which emphasize trust and communication are taking these social qualities both as the foundation and the aim of good planning.

This paper claims that the conceptual construct of Social Capital could be useful in building empirical explanations for the success or failures of planning practices. Albeit the criticism drawn to the concept over the past decades, the idea of Social Capital may be able to explain and make concrete a quality of social life that is inherent to planning vision. Robert Putnam explained Social Capital as a quality of a group, that is based on, and dependent upon, individual actions and decisions – and that, in its turn, enables individual actions by providing them with safeguards. The question we need to ask ourselves is to what extent can planning practice establish the infrastructure for this reciprocal movement. The attention the concept draws to the make-up of a complex social sphere through individual agents, can be utilized to understand the relationship of the (physical) public sphere and the individual lives that traverse it.

Preliminary research on intentional creation of social capital in Dutch neighbourhoods through community centres renovation and its consequences will be presented. The social capital in the neighbourhoods was operationalized and measured using quantitative data drawn from surveys. The results of this research are presented as a pointer to a type of evidence-based research that may support planning theory.

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Ordinary Citizens and the Political Cultures of Planning: In Search of the Subject of a New Democratic Ethos

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Keywords: ordinary citizens, political cultures, democratic ethos

Much recent debate in planning theory has focused on how planning can be made more democratic (e.g. Healey, 2012; Purcell, 2009). This reflects multiple concerns including normative interest in fostering democratic forms of planning, long-standing acceptance of the need to include affected publics in decision-making, and a broader sense that traditional political engagement in liberal democracies is failing to provide a legitimate basis for contemporary policy-making and implementation. The latter is particularly apparent in changing patterns of citizen engagement that have reconfigured the dynamics of political contestation within the policy process. Hajer (2003) for example suggests that citizens are increasingly on 'standby', waiting for issues that will 'ignite' their involvement.

In this paper I argue that focusing attention on the citizen-subjectivities required to realise a more democratic form of planning can illuminate key aspects of the wider challenge of democratising planning (cf. Norval, 2007). Distinguishing between deliberative and agonistic conceptions of planning I begin by questioning what qualities these different theories demand of citizens. I then go on, through examples from Scotland, to contrast this with the limited forms of democratic citizenship currently available in practice, drawing attention to a repertoire of techniques that use constructions of 'good' and 'bad' citizenship to manage the conflict generated by development. These examples highlight the failings of existing planning democracy from the perspective of ordinary citizens 'switched on' by a political culture that paradoxically encourages their engagement but also defends against its disruptive effects. Through their stories problematize Hajer's characterisation of 'citizens on standby', highlighting instead the tensions and struggles involved in becoming an active citizen.

Following this go on to consider what the experiences of these ordinary citizens mean for theories that seek to promote more democratic planning practices, assessing the strengths and weaknesses of both deliberative and agonistic accounts in relation to prevailing modes of political subject formation. I conclude by outlining how this focus on the forms of citizenship fostered within the policy process helps to identify important aspects of the change required to transform the democratic ethos of planning, developing understanding (and perhaps disagreement) about what it really means to claim that 'planning is political'.

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SESSION 1-14 Planning: Negotiating Modernism and Postmodernism

What Constitutes the Authority of Planning Expertise? Belief in the Ones Who [We Think] Must Know, Or...

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Keywords: trust, faith, belief, ideology

'Legitimation is about the justification of power' and in a democratic society 'planning needs legitimacy in order to build and retain the authority required to implement plans' (Sager 2013, p. 1). This paper seeks to ascertain what constitutes the authority of planning and legitimates its claim to expertise. The paper will suggest that this legitimacy has evolved over time. The authority of the value-free scientific planner striving for the public good of the welfare state is a rather different authority to that of a planner responsible to his/her customers in the neoliberal world of new public management (Clifford 2012). Yet legitimacy and resultant authority still exists for the professional planner, not-with-standing over forty years of institutional, market and government ideological challenge to the discipline since the decline of the dominant model of a welfare state, at least in the English-speaking world. This paper explores why this privileged position of authority and trust still prevails for the planning profession.

In doing so, while 'modern societies perceive themselves as autonomous, self-regulated; that is, they can no longer rely on an external (transcendent) source of authority', the paper will hypothesise, drawing on Lacanian psychodynamic theory, that society still actually craves and needs to believe that there is an authority that actually knows (Žižek 2012, p. 428). This paper will further contend that this is because society needs a materialisable '*Thing*' – beyond that of the autonomous invisible hand of the market – which the aggregate members of a society can have faith/confidence in. That is, an authority to know for us. Sometimes this might still be the charismatic leader, but in our contemporary self-regulated society this often requires a more fundamental belief in our institutions of governance. This is particularly important in the context of knowing about the uncertain future and this is the certainty that belief in both the expertise of the strategic spatial planner and her plans helps provide. Further, this paper will conclude, drawing on Gunder (2010), that this belief helps to position planning as playing a potentially pivotal ideological role in contemporary society.

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Bounded Recognition: Urban Planning and the Textual Mediation of Indigenous Rights in Canada and Australia

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Keywords: recognition, Indigenous peoples, texts

Recognition of marginalised social groups has become widely accepted as an important consideration for contemporary planning. In settler-states, this recognition must increasingly include Indigenous peoples. Yet planning has struggled to comprehend and accommodate this challenge (Hibbard et al. 2008). In this paper, we look at one site of planning activity where the challenge of Indigenous recognition has barely begun to be registered: the urban. We focus our attention on Melbourne, Australia and Vancouver, Canada: two cities that are remarkably similar in terms of their history, but also exhibit noticeable and potentially significant differences in how Indigenous rights and title are conceived in the legal arena. Equally, there is a significant divergence in terms of how the urban planning systems in both of these jurisdictions understand and enact their roles and responsibilities towards Indigenous peoples.

As our wider research program explores, the politics of Indigenous recognition is often expressed and transformed through the 'everyday practice' of planning. Yet, texts play an equally important role in shaping and mediating these social relations. Broad legal recognition of Indigenous rights, title and interests gives direction as to *why* state-based planning must accommodate Indigenous peoples, while specific planning law, policy and procedure gives some shape to expectations about *how* that might occur. Using a broadly discursive and interpretative approach, our paper explores what these textual mediations mean for social relations of power and the possibilities for transformative politics. Building on our earlier conceptual and methodological work on the textual mediation of the 'contact zone' between Indigenous peoples and state-based planners (Barry and Porter 2012), we provide by empirical evidence to illustrate how the intersection of the fields of recognition and planning construct and reinforce a range of boundaries – substantive, relational, geographic, political, procedural and temporal. The contact zones of urban planning in BC and Victoria are found to be very small and shallow spaces, in which Indigenous claims for recognition are *bounded* to established territorial, political and administrative orders. In identifying these boundaries, our paper opens up new ways of thinking about, and engaging in, boundary-crossing, as well as a more relational politics of recognition.

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What We Talk about When We Talk about Planning

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Keywords: rationale of planning, planning practice, planners' views

There is a small but growing body of research which examines the actual perspectives and practices of professional planners in the UK, as opposed to relying on supposition or extrapolation from generalised discussions of professional occupations (eg Town Planning Review, 2012). Such research is especially useful at a time of great change within, and questioning of, the planning system. This paper explores the perspectives of planners operating in the middle tiers of planning on the purposes of planning, and their roles in fulfilling those purposes, within a broader context of planning reform. It draws on focus group discussions and semi-structured interviews with planners in Wales, a national-region of the UK, and a small selection of other European countries as part of a project to advise the Welsh Government on radically different options for the Welsh planning system. The research contributes to clarifying the ways in which contemporary planners are responding to a challenging politico-economic context.

Recent neo-liberal re-shaping of governance forms and practices – inflected by political differences and competition between parties - has increasingly tried to re-fashion the nature and scope of the British planning system (Lovering, 2010). The precise nature of their (undoubtedly significant) impacts on day to day planning practice is uncertain. Some research suggests that planners have drawn on an established framing of the nature of planning and their roles as planners within which to interpret (and effectively neutralise) a new neo-liberal rationality (Clifford, 2012). In other cases (Inch, 2010) planners appear constrained in what they can do, and at times in how they think about their roles. This paper will contribute to the debate in this fertile research area by illuminating, and beginning to explain, some of the difficulties planners appear to have in breaking out of current planning discussions about relatively detailed operational matters.

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Between Religious Beliefs and Modernist Drive for Development. An Exploration of Various Moral, Ethical and Normative Views of Planning

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Keywords: planning theory, values, ethics

The financial and economic crises have put urban and regional development strategies and building projects under tremendous pressure in the United States and Europe. Housing prices have dropped, the demand for offices has undergone structural changes and competition of internet shopping require a fundamental change in shopping centres and other retail real estate. With fewer investment funds and smaller profit margins, decisions on urban and regional development projects become more contested. Underneath these challenges of present-day urban and regional development, there is a maelstrom of changes in trust and beliefs in the role of government and spatial planning. New approaches to the challenges of urban and regional planning are criticised as being too neo-liberal or too much interventionist, often revealing more of the bias of the critic than of his or her criteria. In practice, planners working in processes of participatory planning are confronted with a proliferation of opposing views on the preferred urban and regional development. This paper explores the moral, ethical and normative views of planning, to gain a better insight in the values that play a role in the practice of decision-making on spatial development issues.

The paper draws on empirical research into the variety political values that play a role in the Dutch urban and regional development and planning. These values are firstly described and explained, using a framework of five distinct basic normative positions as defined by social psychologists Haidt c.s. In the following sections, these five positions are analysed for a better understanding of the dominant views of planning on the basis of theoretical and philosophical perspectives of the modernism of Mannheim, Weber and Schumpeter and of the theory of justice by Sandel and others. Dominant notions like the protection of weak interests and the just division of spatial resources and growth are thereby distinguished from notions that reflect other moral and ethical origin. The work of moral philosopher MacIntyre and Dalrymple on moral dilemma's of contemporary society is used for a reflection on community-centred and in-group loyalty values, such as pride on the beauty of ones own neighbourhood or ecological diversity. The work of Weber on protestant ethics is used as the key for reflecting on notions of balanced urban development, sustainability and ecological diversity. The paper concludes by balancing dominant and competing views of planning, with a view to identifying blind spots in contemporary planning approaches.

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SESSION 1-24 Plans and Coalitions: Challenging the Hegemony of Collaborative, Communicative, and Critical in Planning Theory

A Social Ontology Adequate to the World in Which We Plan

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Keywords: social ontology, behavioral economics, social interactions

Planning academics are in part complicit in purveying disjointed and distorted views of social reality through the magpie manner in which we assemble core curricula in a multi-disciplinary field. In different planning courses we adopt different social ontologies (or assume the existence of different stylized 'social facts') and adopt corresponding vocabularies that come out of different ways we discuss matters in theories. We attribute different and incompatible capabilities and motivations to actors and make different and incompatible assumptions about cause-and-effect relationships and what information actors hold or share depending on the subject we happen to address. (Contrast the different behavioral assumptions we make and teach in courses on affordable housing and poverty, say, and those in courses on cost benefit analysis.)

A good number of planning scholars have come to appreciate through, *inter alia*, advances in complexity theory (Durlauf, 2005), behavioral economics (Thaler and Sunstein, 2009), network science (Barabasi, 2002), psychology (Kahneman, 2011) and the economics of social interactions (Ioannides, 2012) that there are more types of actor than '*homo economicus*,' that social behaviors are influenced by context, and that decisions in different domains of people's lives are not only interdependent but also condition subsequent decisions in different domains through path-dependent relationships. We owe it to our students in the field of planning, and the future generations for whom they will plan, to develop more of a common or shared social ontology that shakes off the blinders of simplified perspectives that feature in our classes, spans a wider swath of social reality, draws on a wider domain of scholarship, and supports more engaged conversations about explanations, justification, and interpretations (i.e., the real stuff of theories), even as it sustains productive disagreements (Donaghy and Hopkins, 2006).

This paper departs from the assumption that a richer, more broadly based, and more realistic social ontology may improve planners' and planning theorists' understandings of how decisions are interdependent and how different domains of our lives are affected by those decisions and thereby enable us to be more attentive and effectively responsive to the world we plan in. The paper argues for and offers a sketch of a social ontology emerging from recent social science literatures that can be taught and integrated in curricula of professional planning degree programs.

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Plan Led Ad Hoc Coalitions over Time with Multiple Decisions

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Keywords: coalitions, behavioral economics, using plans

Most of the recent scholarly conversations in planning theory focus on coming to agreement on one decision or one cluster of decisions at one time. The dominant framing of these discussions has been through contrasting rationality, communicative, critical, or collaborative approaches. The limited amount of previous work using information economics, behavioral economics, political theory, or psychology has frequently also maintained this focus on one decision situation at a time (e.g., Lord, 2012). This paper uses instances from New Orleans after Hurricane Katrina (Hopkins et al., 2010) and the Baltimore-Washington corridor to consider whether and how ideas from information economics, behavioral economics, political theory, and psychology might help to explain observations of how plans are used. In particular, are plans used as “leaders” in ad hoc, plan-led coalitions in successions of competitions over time about interdependent decisions and actions? Who leads and who joins what coalitions about what and when? What roles do plans play in leading these coalitions? How do agents use plans when engaging coalitions led by other plans? How are plans used if an agent is part of one coalition for one decision and a different coalition for a later or different decision? How are coalitions about plans related to coalitions about actions? We develop these ideas by building on ideas about the strategic use of plans (Kaza and Hopkins, 2009, Knaap et al., 1998, Schaeffer and Hopkins, 1987).

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Patrick Geddes and the Neotechnic Urban (R)Evolution

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Keywords: Patrick Geddes, neotechnics, urban transformation, urban theory

In his 2012 book, *Rebel Cities*, David Harvey renews the tradition of researchers and public intellectuals who identify cities as the keystone of social revolution (Castelles, 1983; Harvey 2012; Mumford, 1961; Solnit, 2000). Harvey notes, however, that the main theoretical focus of the left “lies elsewhere” resulting in progressive movements’ weakness in grappling with urban issues, mapping out effective strategies, and distinguishing clear objectives. Identifying this underdeveloped conception of urban dynamics and evolution as central to this failing, his argument calls for a fresh approach to social movement theory and strategy that goes beyond the factory and the industrial working class to encompass the city, its citizens, and the ecological systems that support them as critical actors and arenas in progressive social transformation. He argues that developing such an approach is critical at this juncture of economic and ecological crisis when cities have become the dominant form of human settlement and urban social movements are again on the rise.

This paper posits that Patrick Geddes’s theory of neotechnics provides an alternative materialist analysis that addresses this weakness. In doing so, I argue, Geddes provides a comprehensive understanding of the city’s potential evolutionary paths, a coherent strategy for urban transformation, and clearly identified goals for the reconstitution of the city as a socially and ecologically progressive expression of human culture. While, in this regard, Geddes’s idea of neotechnics holds potential, to date it has been presented in a fragmentary fashion across a number of his own works and those of his adherents and biographers (eg. Geddes 1915; Geddes 1917, Innes 1995; Welter 2003). The purpose of my paper is to provide a comprehensive literature review, definition, and explication of Geddes’s concept of neotechnics. I then relate this concept to the objectives of contemporary urban social movements.

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Persons, Politics and Planning

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Keywords: plans, information, decision making

Marc Auge argues that non-places, as opposed to real places, are singularly important in the current era, though they have received scant attention. In this paper, we argue that non-plans, plans that exist only in the interstices of formal plans, have also similarly received little study. One of the potential explanations for this lack of attention, is that many plans are evaluated on their intrinsic qualities; i.e. the presence of goals, the conformance of actions to goals etc. However, plans are not stand-alone objects; they stand in relation to other plans, regulations, informal knowledge, practices, options and prior and future decisions. They stand in relation to plans of others, either explicitly acknowledging and engaging them or implicitly denying them legitimacy by ignoring them. We use an in depth case study from Jordan Lake watershed from North Carolina to illustrate our arguments. Various actors, local governments, public utilities and the state, have different kinds of plans, different expectations of the plans, and different strategic frames. We use plan quality analyses, in depth interviews and observation of the planning processes in the region, to argue that plans are used for variety of purposes, including communication of commitment, intent and coalition building rather than just as a blueprint for future sequences of actions. It is these non-plan uses of plans, we explore in this paper.

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SESSION 1-15 Social Action and Planning

Governance versus Gentrification in Residential Relocation Practice: An Examination of Residential Relocation Processes in Housing Market Renewal Pathfinders in England

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Keywords: theory, practice, housing demolition, residential relocation

In the 2000s, housing clearance and demolition forcefully re-emerged as important state strategies to restructure decayed neighbourhoods in Western Europe and the USA. In England, Housing Market Renewal was launched. Between 2002 and 2011, HMR partnerships demolished over 30,000 homes and acquired an additional 15,000. This caused approximately 50,000 residents to move from their homes. **Yet research about residential relocation remains limited in several ways.**

Similarly to the current neighbourhood restructuring programmes in Europe and the HOPE VI in the USA, HMR has attracted the attention of critical gentrification research (Allen 2008, Johnstone & Macleod, 2012). In this paradigm, residential relocation is conceptualised as 'displacement' – an unintended consequence of housing market shifts. 'Displacement' outcomes are argued to be negative wherever and however they occur.

This paper challenges this stand. It argues that such an approach had led researchers to ignore subtle, practical dimensions of relocation delivery and the causal relationships between these and often very diverse relocation experiences.

The paper examines governance processes shaping the experiences of neighbourhood restructuring-induced residential relocation in Housing Market Renewal areas in England. Its findings are specific to HMR, but may be replicated in other case studies. Based on the HMR case, the study shows that residential relocation in differentiated polities is delivered by complex networks of actors, that residential relocation outcomes are both positive and negative, and depend on cooperation or non-cooperation of network members.

*Key innovation rests in devising a theoretical vehicle that shows how governance has a profound impact on relocation practice and relocation outcomes. **A conclusion reviews current theoretical debates in the light of the findings and provides recommendations for future research and policy development.***

The paper uses secondary data analysis, a qualitative survey of nine Pathfinders and an in-depth case study of Bridging Newcastle Gateshead Pathfinder. Semi-structured qualitative interviews were conducted with over 40 important stakeholders from the public, private and community sectors involved in the residential relocation practice in HMR. The research was conducted between 2007 and 2012.

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Budding Rhizomes: Planning, Deleuze & Guattari and the Food Movement

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Keywords: Deleuze and Guattari, planning theory, food system

This paper highlights the lack of attention paid by planning to the political and theoretical work of Gilles Deleuze and Felix Guattari. It suggests that their work can contribute to planning thought and practice even though, if we take them seriously, their ideas threaten the existence of the state, and perhaps even planning as well, given its close connection to state institutions. For Deleuze and Guattari, the state cannot be presumed to be beneficent. They are seeking new forms of social organization beyond the state and beyond capitalism. Though it may seem utopian at first, elements of this vision are currently being pursued by numerous groups; the paper examines examples specifically from the alternative food movement.

The paper begins by outlining the arguments of Deleuze and Guattari (1977, 1987), and then it moves into a consideration of planning's limited engagement with them (e.g. Hillier 2007, Purcell forthcoming), as well as what planning might do with their work. We argue that Deleuze and Guattari's explicitly normative political agenda opens up existential questions about planning as it is generally understood, and it offers an opportunity for planning to critically consider its current role in and relationship to the state and capitalism.

The paper examines cases of movements against the globalized food system from the US and global South in order to illustrate how Deleuze and Guattari's vision of radical democracy and rhizomatic connections of solidarity might look in practice. Aligned through a common agenda of resistance and self-creation and management, yet connected only loosely through a growing social movement (and its constituent organizations such as Via Campesina), these cases propose a new becoming for society, a becoming from which planners can learn and begin to reflect on their own roles and practice.

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The Dark Side of Design in Urban Planning: Learning from the “Skopje 2014” Project

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Keywords: urban plan, planning theory, wicked problems, dark side of planning

The use of urban planning and architecture as weapons of political manipulation is an undisputed phenomenon. However, the speculations on the emergence of such manipulation have mostly relied on argumentations external to the discipline of urban planning. The blame for the repressive spatial consequences of political programs is not commonly sought within the planning field. Furthermore, the concrete tool for the materialization of these agendas – the urban plan, its legitimacy and its potential to be oppressive - are rarely questioned. The research is guided by the motivation to shift the focus back on the urban plan, seeking evidence for the existence of its intrinsically oppressive side, analysing some of its structural and theoretical problems and questioning its disciplinary autonomy.

The research builds up on the concept of “dark side of planning” developed by Oren Yiftachel, that proposes that “not enough attention is devoted to planning’s advancement of regressive goals” (O.Yiftachel, 1998). While Yiftachel theorizes the existence of the dark side and exemplifies it, this paper takes a step back and explores the inherent attributes of the urban plan that enable the emergence of a dark side. For this purpose, the paper expands on the concept of “wicked problems”, initially put forward by Webber and Rittel (1973), and proposes that the dark side in the urban plan is caused by the fact that the very process of urban planning is - due to the nature of its object - a wicked problem. It further elaborates on several selected aspects of the urban plan that qualify it as a wicked problem: the uncertainty and inability to really predict future city development; the fact that a synchronic document (the urban plan) targets a diachronic entity (the city); the impossibility to find a single solution for a plurality of target groups and objectives.

The theoretical elaboration of these aspects would be illustrated through the case study of the anachronistic urban renewal project “Skopje 2014”, currently being realized in Skopje, Macedonia. The planning system in Macedonia is a slightly modified successor of the Yugoslav one, which heavily relied on the Anglo-American theoretical and practical framework of the 1950s. This makes the extreme urban phenomena in Skopje a good ground for analysis of the practical implications of the – still globally predominant – regulatory method of planning.

Due to a growing gap between theory and practice in the discipline of planning, practice is often questioned and revised in a non-linear and non-analytical manner. The paper examines some excessive spatial expressions of planning and questions a core theoretical problem of urban planning – the plausibility of urban planning theory and the urban plan as a practical instrument for collective action. Exposing the flaws and weaknesses in the epistemology of planning and revising the autonomy of the urban planning discipline, could be a starting point towards practical improvement of urban planning, particularly in politically contested places.

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PANEL 1-4 What Role for Planning Theory in Major Programs and Projects? Some lessons from academia and outside

What Future for Planning Theory?

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Keywords: planning theory, ideas

Current societal problems, including the economic crisis, growing social inequality and increasing climatic variability, present challenges to both planning practice and research. Given this context, the question for this panel is: how far do the existing ideas in planning offer ways forward and where are the gaps in our existing knowledge? Put another way what should be the priorities for planning theorists?

In many policy fields it is striking that there seems to be a dearth of new ways of thinking. For example, despite the failures of the current economic system exposed by the recent crisis, it seems that the only policy options available both nationally and locally are very much the same one's as led the world into the 2008 crisis. Might the same be said in the area of planning? Moreover how far is this a result of a lack of creativity amongst policy-makers and how far a dearth of innovative intellectual ideas?

These questions will provide the starting point for this Roundtable about the future of planning theory. The participants include a range of distinguished planning theorists.

The roundtable will involve:

Niraj Verma (Virginia Commonwealth University)

Heather Campbell (University of Sheffield)

Reflective Practice: Lessons from Planning the Planning School

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Keywords: planning theory; reflective practice

Since the publication of Donald Schön's classic text *The Reflective Practitioner*, the concept and practice of reflective practice have been central to much debate within planning. The focus of concern is generally planning practice and hence planning practitioners. However, what might we learn about planning, more particularly planning theory, if we were to reflect from the position of those that have been responsible for the administration of planning schools? Heads of School are responsible for making things happen, or for that matter, not happen. What 'things' they should be, how those choices are arrived at, by whom and with what implications given a complex terrain of resource shortages and conflicting pressures lies at the heart of the job. Sounds like planning, if not specifically spatial in focus.

In 2007 the journal *Planning Theory and Practice* published in its Interface section, edited by Bish Sanyal, a series of papers by current or former Heads of School. In this Roundtable, our objective is to develop the ideas discussed and to reflect more particularly on how the experience of being a Head of School challenged and refined the participants' perspectives on planning theory.

The panel brings together a wide range of international experience.

The roundtable will involve:

Heather Campbell (University of Sheffield)

Bish Sanyal (MIT)

Michael Teitz (University of California, Berkeley)

Niraj Verma (Virginia Commonwealth University)

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POSTERS 1

The Commons in the Planning Practice: the Pastures of Supino

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Keywords: commons, planning

This paper intends to test the possibility of applying the theory of Commons in the drafting of a strategic spatial plan. It aims to combine socio-economic, institutional and spatial aspects in a design, in order to investigate whether the Commons can prove to be a viable solution for some crucial problems of contemporary planning. Could the Commons reconcile issues regarding the local effects of the world economic crisis (re-addressing the idea of development by re-discovering some traditional assets) and issues regarding the depletion of resources (namely natural ones)?

This field research is expected to clarify the limits and the possibilities for the practical study of design problems that relate to social and spatial issues from the perspective of a collective institutional action.

The pasture of Supino, a village in central Italy, has been suffering from overgrazing and from a constant degradation of its original social, and partially agricultural, use since the 1950's and the beginning of the industrialisation of the Sacco Valley.

The research is based on an institutional analysis of the procedures through which the city administration grants access to the pastures to cattle owners; the cross checking of quantitative data on cattle grazing with spatial data found on cadastral maps; on field observations of the characteristics of the pastures.

The paper aims to summon a preliminary set of complex information from which scenarios for an alternative local development could be drawn. Furthermore, the results of this experimental case could provide evidence supporting the application of the Commons theory in the practice of planning.

The chosen case is a simple testing ground for a classic problem in the Commons theory: a village public pasture. However, its scope is made wider: it proposes an investigation of institutional and spatial factors within the Italian legislative and administrative context, and of the ecological and cultural aspects in the very local context. This approach intends to set a precedent for the eventual application of the Commons strategy in different realms of planning, such as the village core itself and, possibly, urban spaces.

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TRACK 2: GENDER, DIVERSITY AND JUSTICE

SESSION 2-1 Inclusive Planning Processes in Diverse Communities

Urban Planners and Immigrant Communities

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Keywords: immigration, planning practice, equity

In 1910, at the birth of the modern urban planning profession in the U.S., the urban population of large American cities was overwhelmingly comprised of immigrants and their children and the problems that captured most of the nascent profession's attention were problems experienced disproportionately by immigrants. This concern did not last long as the planning profession quickly shifted away from social concerns and towards physical aspects of cities via comprehensive planning and an appeasement of businesses that precluded some of the most promising solutions to the "congestion problem" (Peterson, 2003). Unlike the earliest years of the planning profession in America and despite the fact that the proportion of foreign born residents in the United States is approaching the high level last seen in the early 20th century, there appears to be little interest among most mainstream planners (either practitioners or academics) in focusing their efforts explicitly on immigrants and the problems that many immigrants face. In an effort to remain culturally neutral, American mainstream planning still fails to acknowledge the different needs experienced by immigrants and barriers they face in contributing to participatory planning processes.

In this paper we rely on an examination of the literature on immigration and urban planning and an analysis of secondary demographic data to argue that renewed attention to immigrants by planners in the United States is warranted but that immigrant communities' problems are not likely to be solved through generic planning strategies (Vitiello, 2009). We join the growing call among planning scholars for practicing planners to use more inclusive techniques that purposefully and productively engage immigrants, with a focus on undocumented immigrants, in the work of urban planning (Burayidi, 2003; Sandercock, 2003; Hum, 2010). We also argue that this kind of productive interaction with immigrant groups is particularly pressing now since, in sharp contrast to a century ago, undocumented immigrants are numerous and widely dispersed across the United States and the economic and social institutions that formerly assisted with immigrant integration into the mainstream of the United States are not as strong today.

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Prospects for Community Coalition Strategies: The Case of Cleveland, Ohio

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Keywords: community coalitions, collaboration, partnerships, diversity, organization

As the metropolitan landscape has become more diverse, the opportunities for persons from different backgrounds to address community issues collaboratively have increased. Two such emerging initiatives now underway in Cleveland will be the topic of this paper.

First, the African-American think tank PolicyBridge and members of the Hispanic Roundtable are engaged in an ongoing “black and brown” dialogue for the purpose of addressing issues of common interest. PolicyBridge is a 7-year old organization that has taken on topics of neighborhood development, immigration, and economic inclusion in a series of influential policy papers. The Hispanic Roundtable as established in 1984 to empower Cleveland’s Hispanic community in political, educational, social, and economic aspects of the region.

Second, Greater Cleveland Congregations (GCC) began to organize dozens of Cleveland-area Jewish, Christian and Muslim faith-based groups to address issues of education, health care and the economy in 2011. While still in the formative stages, GCC is part of the Industrial Areas Foundation (IAF) network. Saul Alinsky formed IAF in 1940 originating with the Back of the Yards Neighborhood Council in Chicago. These two efforts exemplify community organizations that are working to bridge boundaries of race/ethnicity, class, religion, citizenship status, age and other characteristics to affect decision making and policy outcomes.

This research considers the outcomes and feasibility of the two strategies given the racial, ethnic, political, and social dynamics that have historically influenced and presently affect neighborhood and community decision making. In a community often known for racial, ethnic and social tension, this investigation will offer an overview of these emerging efforts and a prognosis for the future. The prognosis will use a framework that considers previous efforts in the Cleveland area and similar efforts elsewhere in the country. Through the prism of Community Coalition Action Theory the research will address the question of whether the collaborative efforts in Cleveland have the potential to produce better outcomes than when the entities involved work individually (Kegler and Swan 2011). In addition, the Internal Coalition Outcome Hierarchy will be employed to assess the internal organization of these coalitions for their ability to achieve the goals of members (Cramer, Atwood, and Stoner 2006).

This work will provide additional insight into the challenges facing coalitions engaged in planning for community and neighborhood development and how they might function more effectively.

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Young People and the Eternal Search for Urban Social Order: the Rise of "Gangs" in British Cities

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Keywords: youth gangs, neighbourhood, young people

Young people have not traditionally had a voice in urban planning. More often than not, they are incorporated into planning by either considering them as an implicit population or as part and parcel of planning for families. For some young people, personal safety, social and economic deprivation and spatial and political marginalization play a significant role in defining how they relate to and shape the urban landscape. Gangs and young people engaging in crime in groups is not a new phenomenon in the UK. The anti-social activities of young people frequently result in social and political concern and receive significant media attention (Aldridge and Medina, 2008). However, the use of the term 'youth gang' did not emerge in British policy and academic research until the late 1990s (Aldridge and Medina, 2008). This translates into an area that until recently has been limited in terms of understanding the socio-economic, political and spatial complexities associated with gang activities and membership as well as established base line data and good practice for intervention strategies (Centre for Social Justice, 2009; Pitts, 2011).

This paper presents findings from a study on perceptions of and policies and practices used to address youth gangs in the UK. The study involved interviews and a national workshop with policy makers and professionals working with gang members as well as focus groups with young people who have experienced gang membership. The findings reveal that the reality of youth gangs in the UK is very different from the Americanised popular culture understanding of gangs. Neighbourhood and community qualities act as key factors influencing youth gang membership. The significance of the local level is further illustrated by the success of place-based interventions over case-based approaches. This indicates the need for planners to work alongside agencies already involved with young people and highlights relationships between planning, equity, advocacy and citizenship. This paper demonstrates good practice and the critical mismatches between causes and interventions relating to youth gang policies and the implications these have for vulnerable young people and their neighbourhoods. The paper offers several recommendations for opportunities to develop workable intervention strategies.

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Indigenous Plans: Merely Inclusion or Genuine Influence?

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Keywords: indigenous planning, inclusive participation, local governance

The paper explores the degree to which major plans developed by indigenous groups are able to deliver the outcomes that they seek to achieve within and through broader local and national planning systems. Certain indigenous groups are concerned they are being encouraged to devote considerable effort to production of major planning documents for use in interaction with environmental agencies and decision makers, yet in practice such plans appear to have a limited role in bringing about desired change or affecting the wider planning processes. There is varied practice across indigenous groups, local authorities and legislative contexts. In New Zealand, for example, the Ministry for the Environment has promoted and partially funded the development of 'sound' indigenous plans. In 2004 the Ministry undertook a review of the use of such plans. The study indicated that the production of the plans clearly had value in terms of indigenous groups clarifying their environmental issues; raising awareness within local authorities of indigenous priorities; and establishing relationships between indigenous groups and environmental agencies. But do such modest achievements justify the enormous effort indigenous groups expend to produce a document designed to go much further than this? The 2004 report did not address these crucial issues, leaving indigenous groups somewhat in limbo in terms of whether they should continue to deploy resources in the way advised by Ministry for the Environment guidelines. In this project we have sought to provide research-based clarity on the matter, primarily (although not exclusively) via case studies of varied practice in New Zealand.

The paper identifies the extent and type of use of plans by indigenous groups, local authorities, and the Courts within the legal and administrative system. It critically analyses case studies of best practice in the use of indigenous plans (and their alternatives). And it deliberates on the value to indigenous groups of devoting resources to the production of their own planning documents as a mechanism for achieving desired outcomes for indigenous futures.

Planning with, in and by indigenous communities still significantly challenges planning and legal systems, and the notion of democracy. Past practices have all too often rendered indigenous communities invisible - or at least marginalised them (Sandercock, 2004). But naively assuming that enhancing the opportunity for such participatory mechanisms as indigenous resource management plans will facilitate inclusive planning is misleading (Lane, 2003). The research contributes a long-awaited New Zealand dimension to this international debate. It confronts the complexity surrounding notions of autonomy, inclusion, tolerance, and influence in planning.

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The Geographic Tenure of Memory and Survival in Historic Black New Orleans

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Keywords: gentrification, race, urban/neighborhood development, inequality, place attachment

This research explores how blacks respond to contemporary waves of development and gentrification and examines the claims and disputes of geographic tenure in the city. Sited in New Orleans, this research focuses on New Orleans' historic black core – Treme and the Seventh Ward, the historic homes for Free People of Color and Black Creoles. Analyzing how residents in these communities use their emplaced social networks to navigate and overcome the disparities they face, this research questions the potential impact of new urban development proposals and projects that threaten the affordability and geographic tenure of these black spaces. In contrast to the new spatial ideals promoted by developers and gentrifiers, this research asks, like Du Bois (1994), what blacks' experiences of the city are and how they envision the future of their home spaces.

Utilizing an ethnographic approach, this research analyzes residents' discourses about their place in the city and their conceptualizations of their cultural and geographic home. This research uses qualitative data, including interviews, participant observations, and cognitive mapping, to understand contemporary experiences of racial inequality and urban redevelopment in these two historic black neighborhoods. Situated in literatures on place attachment and gentrification/urban development, this research also brings a specific racial lens to this work and relies on extensive literature on black political thought and black geographies as they relate to urban land claims.

This research finds that while racial inequality continues to be persistently emplaced in the city, blacks in these communities value their geographic connections and sense of home. The importance of geographic tenure for black communities and the psychological, economic, and political benefits of this tenure are also analyzed in contrast to planning and development proposals that, while championing development as beneficial to these historic black communities, threaten the very existence of a black historic space in New Orleans. This research ultimately argues that not only must planners and developers pay critical attention to the discourses represented in blacks' worldviews, but that blacks' spatial visions offer to planning what are potentially more democratic, more just, and more equitable pathways to creating the city.

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PANEL 2-1 COST network genderSTE: Advancing Research and Practice in Gender and Planning in Europe and Beyond

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Keywords: gender, equality, everyday life, Europe

More than ten years after the institutionalisation of gender mainstreaming in Europe, the experience of gender planning is uneven across countries; fragile in many cases, and generally far from real institutionalisation. However, experiences are widespread, gender is finally in the planning agenda, and a lot can be learnt from what has been achieved since women's issues came first into planning practice and research in the early 1980s.

This panel will draw on work carried out first in the framework of the *Gender, Diversity and Urban Sustainability* (GDUS) network, and currently within the COST network *genderSTE*. Contributors to the panel are members of these two networks and contributors to the forthcoming book *Fair share cities. The impact of gender planning in Europe*. Discussions in the panel will cover a number of main topics that came out as a result of this book and will inform the work to be carried out under the COST network *genderSTE*. Panelists include: Marion Roberts, University of Westminster; Susan Buckingham, Brunell University, Liisa Horelli, Aalto University, Doris Damyanovic, BOKU-Vienna. (some adjustments can be made to this list). Some of the topics to be discussed:

Women specific and positive action programs vs. gender mainstreaming as an across the board approach. While often they are considered and implemented as alternatives, these two approaches must complement each other.

Effects of the bureaucratization brought about by the creation of administrative units in charge of gender mainstreaming and the emergence of a new class of femocrats.

Gender issues have become more readily understood and accepted at the micro scale of housing and the neighborhood, while the gender implications of major decisions in transportation and land-use at the regional level and how they are interlinked and affect the local scale of everyday life is not readily understood.

Amongst the factors leading to success, support from the top of hierarchies is highly significant, together with continuity and the availability of technical and financial resources. These are difficult factors to ensure, particularly in times of scarcity of resources.

The possible trade-offs between the strategic objectives of emancipation and the more practical objectives of improving daily life for women in the short term, echoing an early conceptualization by Molyneux (1985) continues to be an issue needing further thought.

Diversity and gender. While 'intersectionality' needs to be a basic approach to gender planning, this must not lead to a disappearance of gender from the basic definition of equal opportunities.

Again trade-offs but also synergies might appear between gender equality and environmental sustainability.

How to gender mainstream planning education and research so that gender expertise is developed in the planning field.

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SESSION 2-2 Challenges in Environmental Justice

Evaluating Environmental Justice in Planning—Two Approaches and Their Application

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Keywords: environmental justice, planning evaluation, social equity

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

Much of the research literature is recent, and is connected with Executive Order 12898 that requires all federal agencies in the U.S. to assess the environmental justice implications of all actions considered by these agencies, and further requires reducing and mitigating those negative impacts that fall disproportionately on the less fortunate.

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

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Environmental Justice and Ecosystem Services – Access, Equity and Participation in the Use and Management of Aquatic Environments in the Helsinki Region

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Keywords: environmental justice, ecosystem services, aquatic environments, urban planning

Aquatic ecosystem services in the vicinity of cities face multiple pressures due to urbanization, urban population growth and the intensification of land use in urban areas. These changes have ecological, socio-economic and political implications. They also impinge upon environmental justice concerns.

Recently, the original focus of environmental justice research has been complemented with research on environmental amenities and benefits. These include the use of and access to parks and other elements of green infrastructure as well as health effects provided by urban green spaces (Boone et al., 2009, Tzoulas and Greening, 2011). However, ecosystem services, including their provision and use, are yet to be comprehensively examined under the notion of justice. Moreover, among urban amenities particularly the novel concept of *blue structure* remains unexplored within the scholarship of environmental justice.

The poster presents the research setting, methodology and preliminary findings of the ENJUSTESS (*Environmental justice and ecosystem services: Access, Equity and Participation in the Use and Management of Aquatic Environments in the Helsinki Region*), an interdisciplinary research project funded by the Finnish Academy 2012-2015. The project addresses issues of environmental justice, ecosystem services and urban planning, focuses on the issues of equity, recognition and participation in the context of recreation and landscape/scenic amenities in coastal and inland aquatic environments. Using GIS-based methodologies for interdisciplinary integration, ENJUSTESS integrates perspectives from environmental psychology, urban ecology, environmental policy and spatial planning. International comparisons are sought between Finland and the U.S.

The research pursues to establish environmental justice as a legitimate concern among urban planning & policy stakeholders in Finland as well as to highlight the significance of the novel blue structure concept and related cultural ecosystem services as a current concern for urban planning and governance. The results will include evidence as to how blue structure and related cultural ecosystem services may be established in an equitable and just manner in urban planning and how related conflicts can be minimized by good planning and governance practices.

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Neighborhood Greening as Double-edged Sword: Emerging Environmental Justice Challenges of Displacement and Resistance in Urban Environment

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Keywords: environmental justice, green gentrification, urban growth, displacement, vulnerability

Much of the extensive literature on environmental justice has examined inequities in exposure to contamination and health risks. Historically, minorities and low-income populations have indeed suffered from greater environmental harm from waste sites, incinerators, or refineries than white and well-off communities. However, residents of distressed communities have not remained passive and silent vis-à-vis environmental inequalities. Numerous environmental justice struggles have emerged around the globe since the 1980s. Furthermore, the EJ agenda has recently expanded to include the right to well-connected, affordable, and clean transit systems; to healthy, fresh, local, and affordable food for community food security; to a green housing; and to increased opportunities in the green economy.

However, activists' and residents' demands have been acting like a double-edge sword: As an urban neighborhood becomes revitalized and greener, the land often turns from being de-valued to valued again (Gamper-Rabindran et al., 2011, Sieg et al., 2004). Residents start fearing that processes of encroachment and gentrification might push them away and that they might not be able to remain in a neighborhood they helped rebuild. The fear is to see a parallel process of greening and whitening for vulnerable communities that have traditionally been mostly inhabited by residents of color – environmental or green gentrification (Dooling, 2009, Gould and Lewis 2012, Checker 2011, Pearsall 2008).

To date, little is known about the impact of these processes of (re)development and (re)valuation on community organizing and social movements. How do residents' perceive and react to environmental gentrification? How do community groups and neighborhood organizations adapt their engagement and mobilization to this new reality? Through examples of community organizing against food privilege in Jamaica Plain, Boston, I analyze resistance processes to environmental gentrification and to the displacement of lower income residents. I also consider the new discourses, alliances, and allegiances of activists, and examine how they grapple with a new complex scenario for their neighborhood.

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Challenge of Gentrification in Post-socialist City

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Keywords: gentrification, neighbourhood, urban revitalisation, post-socialist, historical wooden architecture, Estonia, Supilinn

The poster is about gentrification in a borough of Tartu, Estonia called Supilinn. It is an authentic borough next to the city centre. Due to its location and qualities the district has transferred from a run-down suburb to one of the more desirable residential areas of today. The greatest qualities besides the location are the well-preserved buildings, plot structure, authentic historical milieu, natural environment and strong community. The district has been gradually built through several hundred years.

In other parts of the world, gentrification was registered in the 1960s, but in Estonia it could not start until independence was regained (1991) and plots were privatised. In the areas that were advantageously located near the city centre and had run-down (cheap) buildings, the conditions were almost perfect for gentrification to occur. The real estate boom, which resulted from the country's economic development, also had a positive effect on this process.

In the researched area there are a number of indicators that suggest the existence of gentrification – the change in real estate prices, the social background of new immigrants, the popularity of the neighbourhood compared to other areas in Tartu. These data on gentrification indicators along the characteristics of three waves of gentrifiers are presented and discussed.

There are both positive and negative effects of the gentrification. Positive effects are the aroused awareness among the residents and the influx of new investments that help to save the cultural heritage from disintegration. The negative effects are both social as poorer residents are forced out of the district, and material when improved financial possibilities lead to outspread new construction and replacement of old structures and loss of original environment.

The challenge for the neighbourhood is to find the balance between reasonable renewal and preserving of the traditional environment, both material and social. The most severe threat is actually the possibility of losing the original atmosphere that the borough of Supilinn is famous for in Estonia.

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SESSION 2-3 Creating a Just City in Post – Colonial and Neoliberal Era

Social Justice within the Real World of Urban Redevelopment under a Strong State: Case Study of the Cheong-Gye-Cheon Restoration Project, Seoul, South Korea

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Keywords: social justice, urban redevelopment, strong state, consequence-oriented unitary public interest, common good

Most of planning literature including Fainstein (2010) or Campbell (2006) emphasises taking 'context' of the place and 'situatedness' into account when we reflect on justice in the real world of planning. Yet, most of the theoretical models of the justice in planning have been built primarily on the Western context where there has a, relatively, liberal tradition, weak state intervention, and long history of democracy compared to East Asian countries including South Korea. Thus, it may be necessary to reconsider or reconceptualise when it is applied in Korean society, where it is widely acknowledged that active and strong state intervention is legitimised and socially accepted; culture of emphasising more on collectivity and 'national interest' – often at the expense of respecting less on individuals' right and minorities' interest– is remaining; and values of efficiency is still more prioritised than that of democracy and equity. The Cheong-Gye-Cheon (CGC) restoration project was conducted in 2002. CGC is a river flowing across the Seoul city centre and active markets with 200,000 traders, which was covered during the modernisation process. The project was strongly led by the local government and followed formal democratic process with citizens' participation and deliberation. Agreements were made between the local government and traders, which 'was' satisfactory for the both. As a result, the space was converted into a space with flowing clean water for citizens. However, during the process, there was a serious dispute within the governance, and in the end, most of the main participants were resigned. Moreover, the outcome for the traders turned out to be not successful. Despite an alternative shopping centre provided for the traders, most of traders have experienced significant loss in their income. The shopping centre have also wasted considerable amount of taxpayers' money.

Therefore, this research explores reasons for the potentially unjust or less just outcome for the traders by scrutinising the entire process. Simultaneously, it considers applicability of the theoretical models of the justice in planning in Korean society. Within this process, debates about process and outcome to achieve 'good' planning(see Forester, 2009) are examined together. Throughout 62 in-depth interviews and document analysis, this research argues, firstly, focusing too much on 'good outcome' is likely to generate unintended externalities, most likely to the minorities and the socially weak and eventually undermines common good of the society in a long term perspective. Secondly, it is necessary to reconceptualise the concept of the 'common good' understood within the Korean society, so that it can incorporate more on other important social values, e.g. diversity, equity and democracy. Thirdly, within an increasingly pluralistic Korean society, it is necessary to consider limiting power of the local government and empowering civil society. Finally, it is required to the state to play more active role for a justice-oriented planning especially through institutionalisation, for example by introducing Planning Aid in the UK.

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By Invitation Only: Uses and Users of the “Entrepreneurial City”Ana Mafalda Madureira¹, and Guy Baeten²¹CIRCLE, Lund University, Ana_Mafalda.Madureira@circle.lu.se²Department of Human Geography, Lund University, Guy.Baeten@keg.lu.se

Keywords: neoliberalism, entrepreneurialism, urban planning, exclusion

Recent research has argued that large-scale urban development projects are embodying the diffusion of neoliberalism and of an entrepreneurial approach to urban policy and planning, with the urban built environment being transformed accordingly (Hubbard, 1996, McGuirk and MacLaran, 2001, Swyngedouw et al., 2002, Baeten, 2011). For planning practices this entails including specific forms and discourses that support exclusion and polarization within the planning projects, in order to comply with the broader turn of urban policy towards creative and entrepreneurial young urban residents. In this wake, a “real” city is omitted or neglected in favor of the imagined socio-professional groups that are desired as future inhabitants. This paper asks how physical planning includes and rationalizes integration (social, spatial, economic) and equity into these large-scale urban development projects, who the users and uses of these projects are, and how these projects exclude non-wanted uses and users through image creation and design. The paper focuses on three planning projects in the city of Malmö, Sweden. The analysis is based on official planning documents, interviews with city officials and the media to illustrate the discourses and practices built around these projects. The paper illustrates the urban development of a municipality and of an urban planning practice that is unable to come to terms and deal with its history of immigration, inflow of refugees, affordable housing shortage and socio-economic problems, and is instead trying to slide over these problems through glossy urban landscapes of wealth, consumption and an imported sense of belonging to a desired new age of Knowledge-economy.

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Promoting Hiring Diversity in the Construction Industry as Community Development: A Los Angeles Case Study

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Keywords: diversity, economic development, community monitoring

In January 2012, the Los Angeles County Metropolitan Transportation Authority and the Los Angeles/Orange County Building and Construction Trades Council passed an historic project labor agreement (PLA) that aims to increase access to construction jobs for local, disadvantaged residents. The construction industry has experienced high unemployment rates after the recent recession, and future construction projects in the region present an important opportunity because they create jobs that pay well and are accessible regardless of educational attainment. However, hiring deficits of minority workers persist due to entrenched discrimination, particularly for skilled jobs that pay higher wages.

With billions of dollars involved, this policy addresses the history of underrepresentation of minority workers in the construction industry by directing highly desirable jobs to disadvantaged residents. However, whether this PLA meets its established targets hinges on its successful monitoring and enforcement; these efforts remain rare and underdeveloped, and such policies often fail to meet their goals. Given the increased use of negotiated agreements such as PLAs and community benefits agreements, planners must understand the barriers to implementing these understudied policies.

In this case study, I use data from stakeholder interviews and nearly one year of participant observation to examine the early efforts of community organizations to monitor and enforce this PLA. In particular, I track the implementation of the PLA through its first hiring cycle. I assess the challenges of attempting such a strategy outside the governmental process and the proper role of planners in this undertaking. I ground this study in the theories of Susan Fainstein, Edward Soja and George Sher in order to develop theory related to the distinction between just processes and outcomes, overcoming past injustice through deliberative efforts, and the role of coalitions in addressing urban inequity. I argue that just processes do not necessarily create just outcomes, due to inadequate monitoring and enforcement. In addition, government agencies offer an important mechanism for addressing hiring discrimination, and coalitions may further marginalize certain groups through insufficient representation.

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Through a Post-Colonial Lens in Vancouver's Urban Aboriginal Village

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Keywords: postcolonialism, just city, gender, indigenous

The persistence of poverty for the urban Aboriginal population in East Vancouver provokes questions about the potential role of planning in creating an equitable and just city (Fainstein, 2010). Provincial safe streets legislation, the intentional planning of neighbourhoods, the concentration of services such as Dear and Wolch (1987) described, and market rental rates combine to create a zone which can be home, but is also physically dangerous. A post-colonial lens queries the inevitability of spatial marginalization and highlights the tension between advocates of the shiny new city, voted highly "liveable," and the way residents of East Vancouver push back through vigorous community advocacy and indigenous rights movements. In between is a contested space for planners, who have little information about the actual lives of Aboriginal families.

In addition to institutional tensions, the lives of nine Aboriginal women who participated in a three year longitudinal study of welfare reform shows that although they create home, some measure of freedom and a future, they have not yet found liberation from pressing poverty. A post-colonial lens suggests that we are recreating the conditions of colonialism through systemic exclusion, neoliberal welfare reform and spatial marginalization. This historical legacy is important now that over half of the Aboriginal population in Canada is living in small towns and urban areas, and signals that the planning tensions in places like East Vancouver could play a dark role in recreating marginalization.

The dynamic nature of community resistance against the backdrop of these lone mothers' poverty suggests that a nimble negotiation of institutional relations is necessary to maintain the possibility of a better quality of life. Further, though, in the context of evolving indigenous rights and constitutional debates, it may be that planning, writ large, could support the emergence of new Aboriginal relations and institutions, and assist to dramatically alter values and objectives in local and national planning. The complexity of this suggests an active role for scholarly and community critique, a sensitive planning environment and mandatory introductions to indigenous issues for future planners, whether in the Global South or North.

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SESSION 2-4 Improving Environmental Accessibility

Exploring Children and Youth's Accessibility to Urban Green Spaces: A GIS Study Measuring Access Opportunities for Formal and Informal Play

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Keywords: park accessibility, green infrastructure, children and youth, social equity

This paper will explore a new framework for classifying and measuring accessibility to formal and informal play opportunities in urban green spaces for children and youth. We will compare a series of neighborhoods in Denver and Boulder, Colorado. Each neighborhood is classified according to typologies of demographics, urban design, and urban green space characteristics. Neighborhood and park typologies have been defined using the latest environment and behavior, park and recreation, and planning literature.

Repeated contact with nature has been found to be beneficial for physical, psychological, and social health (Matsuoka & Sullivan, 2011). In particular, this research addresses children and youth's development of ecological literacy through formal and informal play in natural environments. Developing ecological literacy during childhood has been linked to an individuals' long-term commitment to a sustainable lifestyle. Contact with nature in urban green space during childhood is the most effective way to increase ecological literacy within communities. However, research has shown that park accessibility is an environmental justice issue because green spaces and recreational opportunities are not equally distributed across income and ethnic groups (Talen, 1997). A sustainable city requires an environmentally just distribution of ecological literacy among all citizens. However, this research has not included current walkability research, and new park typologies based on environment and behavior literature.

In this study, green space accessibility for children and youth will be measured through a weighted network analysis using a geographic information system (GIS) and walkability studies will guide weighted walking route preferences (Ewing & Handy, 2009). Each accessible green space will be classified in terms of formal and informal play opportunities and levels of intimacy. In this study, each parcel will be used as a potential trip generator and census block will be used to classify neighborhood demographics.

By addressing gaps in previous literature as mentioned above (Ewing & Handy, 2009; Talen, 1997), we will document more realistic inventory and analysis of accessible types of play, that contribute to a more environmentally just park planning process. This tool can help planners measure levels of accessibility to different park typologies, guiding locations for new parks, and improving access and facilities of existing parks. Researchers can use and adapt this tool to further understand the correlation between park accessibility, park typology and ecological literacy in children and youth.

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Market (Re)makes: Evolving Conceptions of the Corner Store

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Keywords: corner stores, food justice, food deserts, urban food systems, underserved communities

The corner store is one cornerstone of an important urban planning and public health aspiration, improving the food system in underserved, vulnerable communities (Cockrall-King, 2012; Gottlieb & Joshi, 2010). Yet, while we know quite a lot about the procedures and process for making over a small food market, we have not sufficiently studied the corner store's history and its purpose within the food system. Where once corner stores offered communities fewer-but-still-quality selections of healthy foods, many convenience markets now shelve primarily high calorie, preservative-laden, artificially flavored foods; tobacco products; and alcohol (Sloane et al., 2004). At the same time, while nostalgically acknowledged as the mainstay of the pre-industrialized food system, the typical corner market offers fewer choices at higher costs than its supermarket alternative.

In this paper, we examine the historical and contemporary role of the corner store, examining its architecture and design, evolving prevalence, and current attempts to complete "market makeovers" (Gittelsohn et al., 2012). To do so, we will track the historical trajectory of the Los Angeles corner store up to current efforts in the East Los Angeles food desert to recreate the corner market as a place for healthy, affordable, local food. History is relevant: while Los Angeles' urban geography largely predates the automobile, the car's rapid ascent made the city ground zero for the evolution of the modern commercial landscape (Longstreth, 1999). The supermarket's rise, an "internally generated response" (*Ibid*, p.81) to the globalizing food industry, meant more convenience and selection for less money. In 1971, L.A.'s City Council approved a measure removing non-conforming markets from residential zones (Baker, 1971). Nuisance uses of the 1970s are now hopeful sites for food justice. Executed by an alliance of local universities and community activists, "Market Makeovers" provide affordable, locally grown produce to the stores' inventory, as well as interior and exterior redesigns of the stores. Critically, these are not panaceas – small interventions suffer small defeats, including heartbreaking vandalisms of newly visible storefronts.

Planners and food advocates place heavy emphasis on reforming the corner store. This paper will aid planners and advocates understanding of the corner store, its benefits and limitations. The paper uses mixed methods – including archival research and participant observation – to examine recent efforts to return the contemporary corner store to a community food center, and the uneven successes so far to transform it into one foundation of a healthy, accessible food system for underserved communities.

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Outdoor Play and Neighborhood Environments among White versus Hispanic Children

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Keywords: outdoor play, children, disparity

Continued drop in outdoor play time among children has contributed to the decrease in their overall physical activity levels. Creating supportive neighborhood environments for outdoor play can help promote physical activity especially among children from lower-income households lacking private play spaces (Aarts et al., 2010, Cleland et al., 2010). Further, children from different cultural backgrounds may be influenced by different factors when deciding ifor where to play. This paper is to examine differences in outdoor play patterns and locations, and in its correlates between Hispanic and non-Hispanic White children.

A total of 3,449 elementary school students (69.3% Hispanics) were recruited in 2010 from 20 schools in Austin Independent School District, Texas, US. Their parents completed surveys capturing: (a) socio-demographics; (b) outdoor play; (c) perceptions of neighborhood environments; and (d) attitudes. Neighborhood environments were also objectively measured in Geographic Information System within a half-mile buffer from each respondent's home, including: (a) amenities (e.g. park, playground, tree canopy); (b) crime and crash incidences; (c) transportation infrastructure; and (d) land uses. Two multivariate linear regression models were estimated to identify correlates of outdoor play (daily minutes) for each racial group.

The total duration of outdoor play was longer for Hispanic children (90.4vs. 76.5 daily minutes, $p<.001$), while the frequency was higher among White children. White children were more likely to use private places such as yards at home (89.9% vs. 71.9% used 1+ times/week) or at friend's/relatives' house (50.9% vs. 17.9%). After controlling confounding factors, White children' outdoor play time was associated with: amount of high-speed streets (+); number of crashes (-) and medium-intensity developments (-); presence of woody areas (-) and grocery stores (-), in their neighborhood. For Hispanic children, significant correlates included: concerns about being lost (-) and strangers (+); presence of kidnapping incidences (+), homicide incidences (-), woody areas (+), water feature (+), and railroad (-); amount of high-intensity developments (+); quietness (-); and connection to people (+), in the neighborhood. Several counter-intuitive results are likely due to the higher levels of awareness among those who play more outside (e.g. those who play more outdoors are more likely to be aware of and concerned about strangers).

Hispanic children had fewer places available to play but used them for longer durations. Crime-related safety concerns appeared more significant among Hispanic children, while traffic-related safety was more important among White children. Physical barriers were important in both groups, but differences were found in the specific types of barriers. These findings suggest that intervention strategies to promote outdoor play should respond to the specific needs, preferences, and external constraints of children from different cultural backgrounds. More studies are needed to better understand the diverse pathways through which multi-level factors influence outdoor play among different groups of children.

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Equity and Justice in the (in)Complete Streets Narrative: Analysis of Bicycle Advocacy and Planning in the US

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Keywords: complete streets, equity, transportation, bicycles

Central to the unfolding vision of 'livable cities' is the notion of 'complete streets,' a concept and movement that has exploded across the urban planning, transportation planning, environmental policy, and sustainable communities scenes. Developing as part of the urban planning *uber*-narrative of 'place-making', the movement has transformed the frames of livable, walkable streets into a mobilising effort that has led to coalition building and activism, influenced legislation and policy, and provided the average citizen with a compelling vision of the potential of their streets beyond that of mere automobile conduit.

This paper will examine '*incomplete* streets,' those where there are important missing narratives in the complete streets discourse and practice, by applying critical interdisciplinary lenses to the question of whether the ways in which complete streets narratives, policies, plans and efforts are envisioned and implemented might be systematically reproducing many of the urban spatial and social inequalities and injustices that have characterized cities for the last century or more. For example, some low income and neighbourhoods of color worry that complete streets changes such as bicycle lane additions, street accessibility improvements, mass transit improvements, and pedestrian zone placements will foster gentrification, further diminishing their rights and roles in the community. Treating streets as lived spaces, the paper engages critically and constructively with the in/complete streets concept through case studies of bicycle advocacy and transportation justice movements in the U.S.

These movements, we argue, overlook a largely uncounted, unrecognized, and unrepresented population of cyclists who are predominately women and people of color. These 'invisible cyclists' are invisible not just to bicycling advocates, but also to urban planning professionals. We explore the absence of dialogue between the bicycle advocacy and transportation justice organizations, and suggest the role that urban planners can play in nurturing such a dialogue. A more inclusive movement would be more robust, richer in resources, more powerful, and therefore more effective at enhancing bicycle infrastructure for all bicyclists towards the end of truly complete streets.

Our analysis aims to push planning and policy practitioners, academics, activists, and laypeople who have embraced the complete streets concept to think more critically about streets as not just *physical* amenities that function to move people and goods, but as significant *social* and *symbolic* spaces where users are linked to intersecting economic, transportation, food, cultural and governance systems, as well as personal, group, and community histories and experiences.

SESSION 2-5 Negotiating Identity and Citizenship in Public Space

The Arab Spring and the Absence of Civic Public Space

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Keywords: public life, public space, religious space, urban design, Arab Spring

The last two years have seen riots and revolutions demanding democracy as a way of life within the streets and monumental spaces of the Arabic world and Syria in particular. While considering the dual process of people to spaces, the relation of public life to public space as one aspect contributing to the formation of the civic realm and therefore stepping toward democracy is being reshaped taking more than ever a fundamental religious ambience in compare to an absent civic realm. Protests often initiated within the mosque (religious spaces) and during Friday's prayers often concluded within the major central roundabouts (public spaces) of the city, as a literal representation to the relation of physical strategic designs and tactic social pattern based on *De Certeau*. Throughout history, one of the significant differences between Arabic and Western cities has been the way that public space shapes the everyday social patterns of the respective societies into relation to the private/public built environment. The significant rise of totalitarian secular regimes through the last century as opposed to dominant traditional social patterns has led to increased segregation within strategic public space and the tactic public life resulting in cities being signified by an absence of civic public life. Religion, on the other hand, has grown to form its own identity and community through the quantities and qualities of the mosque as the only effective type of public space capable of creating a collective religious public life.

Using the port city of Latakia, Syria as a general prototype, this paper aims to examine space and time represented by the product and the process within urban design and environmental psychology. The paper will reveal the major monumental strategic changes conducted by totalitarian regimes and their relation to everyday tactical social patterns which are influenced by religion in general and by mosques in particular. The intention is to clarify the religious ambience of the Arab Spring and the absence of the civic public life resulting in a contestation between these two notions.

Within conditions of political uncertainty and the desire for a better life, positive urban intervention is regarded by many as one of the opportunities that can lead towards democracy. Through the narrative of post conflict, the transformation of various cities (Beirut, Belfast and Mostar) indicates the position of the shared public space in the establishment of peace and the construction of a collective normalized public life. Throughout the Arabic world, the significant power of the mosque adds a new dimension to that challenge, however, one solution may be the application of the same strengths that signify the power of the mosque into shared public space. Considering the post conflict era in Syria, this paper will emphasise the qualities required of new civic public spaces that can imbue a collective civic public life as opposed to a religious intolerant public one, in the Arabic world.

Urban Policies, Diversity and Public Space: A View from Beirut

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Keywords: urban policy, diversity, spatial (in)justice, public space, social mobilization

Cities in the Arab world were well known in the 19th and early 20th C. for their urban fabric that embedded socio-spatial practices vibrant in their diversity. With modernizing urban policies superimposed by colonial authorities, this diversity was drastically transformed. Infrastructure that facilitated the domination of private automobiles and hygienist visions of urban planning split the organic urban fabric and fragmented the city's neighborhoods (Wright2008). Over time, with the consolidation of neo-liberal urban policies favoring real-estate speculation and global capital circulation, the central spaces of the city became less and less accessible to lower socio-economic groups. Progressively, these areas became gentrified and exclusive, while others became dilapidated and overcrowded. The organic dense urban fabric progressively transformed into an ordered, segregated patchwork of high-income and low-income neighborhoods, inhabited by more-or-less socially homogeneous groups.

Beirut is a good case study of these socio-spatial changes that challenged diversity and interactive public spaces. Indeed, the city is home to multiple religious groups, as well as an increasing number of expatriates, students, migrant workers and Arab refugees. However, a diminishing number of streets and public spaces materialize this social diversity. Increasingly, Beirut's territorially demarcated neighborhoods, inhabited by homogeneous sectarian groups, belonging to distinct social classes, are being consolidated. Truly, these divisions have been largely produced during the civil war (1975-1990), but post-war state-led urban policies are further consolidating their boundaries and entrenching urban livelihoods into self-sufficient enclaves, similarly to other cities across the world (Madanipour 2007).

The paper seeks to investigate how, for the past twenty years in Beirut, state-led urban policies are favoring urban exclusion and segregation in the city's neighborhoods and in the network of public and open spaces, as well as preventing socio-spatial practices of diversity in public space. I suggest that two sets of policies are particularly detrimental to the practice of social and spatial justice in the city: first, transportation policies that favor car-dependency at the expense of inclusive soft mobility patterns; and, second, regulation strategies and informal codes that restrict access and privatize public space. The paper aims to critically analyze both Beirut's civil society's recent mobilization(online and on the street), and its claims to take back the right of dwellers to public space, as well as Beirut's municipality timid urban initiatives, mostly led by the impulse of foreign donors. My argument is two-fold: i) civil society efforts are short-lived, uncoordinated and lack an in-depth understanding of public space; ii) local authorities cover up the unrelenting exclusive and unjust policies towards public space. Using qualitative research methods (fieldwork, observation, interviews), the paper contributes to planning scholarship and practice by proposing policy recommendations on how civil society initiatives may lead to a sustained collective action to reclaim public space despite local authorities' hegemonic practices (Mitchell 2003).

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Looking back, Moving forward: The Importance of Public Parks in Immigrant Communities

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Keywords: immigrant identity, Latinos, public space

Through significant migration of people across national boundaries, global forces are producing multicultural communities that challenge traditional approaches to designing and regulating public parks in these communities (Ho, Sasidharan, Elmendorf, Willits, Graefe, and Godbey, 2005). Recent studies have begun to explore differences in the benefits and challenges of park use based on culture, ethnicity, and race (Stodolska, Shinew, Acevedo and Izenstark, 2011), for instance, comparing park use by Latinos, Asian-Americans, African-Americans and Anglos (Tinsley, Tinsley, and Crosskeys, 2002); however, very few studies have compared the benefits and challenges of park use for immigrants (foreign-born) with those for their U.S.-born counterparts. Using qualitative and quantitative (n=220) data gathered in a community park located in the rural and agricultural Central Coast of California, this paper explores differences in the importance and meaning of the park for foreign-born and U.S.-born Latinos.

This study reveals that foreign-born Latinos use the park to confirm traditional cultural identities and to renegotiate new multi-cultural identities, helping them adapt to and become part of their new communities. The study found that, in comparison with their U.S. born counterparts, these functions are particularly meaningful to Latino immigrants, whose cultural and political identities have been severely challenged through relocation. The study also identifies the role both the social and physical elements of public spaces play in a significant correlation between place-based identity. Research findings suggest that planners, designers, and managers of public parks in communities with immigrant populations need to: 1) Recognize the important role that public parks and other public spaces play in the adaptation—physical and mental well-being—of immigrants in their adopted communities; 2) Explore the important social and cultural meaning these spaces have for immigrant groups; and 3) Identify the role that both the social and physical elements of parks play in their cultural meaning and importance.

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Ethnic Variations in the Use and Production of Urban Open Space. A Case Study in Charlotte/North Carolina

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Keywords: open space design, diversity, cultural pluralism

Functions and meanings of open spaces are culturally constructed. Beside aspects such as gender, income and education, ethnicity highly influences these meanings and realities. If the design and development of urban open spaces aims at responding to our increasingly culturally pluralistic society, a deeper understanding of the interrelation between ethnicity and the use and meanings of urban spaces is crucial. This paper wants to contribute to this aim by reporting about the results of an empirical research done in Charlotte, North Carolina. Charlotte is a place of specific interest because the city is recognized as one of the main new hubs for Latino immigrants in the US. The study draws specific attention to Latinos who are the fastest growing minority group in the US today. The research examines how Latinos and other different ethnic groups use, appropriate and shape the physical urban environment and how the existing open space structures contribute to their everyday needs. The study is laid out as a qualitative research based on questionnaires, expert interviews, and participatory observations in different open space settings in Charlotte. The findings will show specific ethnic patterns in the use and (co)production of open spaces. Future challenges and potentials in the development of a culturally sensitive open space design and management will be worked out.

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SESSION 2-6 Planning for Social Interaction and Integration in Diverse Communities: Does it work?

Are Neighbourhoods and People More “Resilient” than Planning Policies? Reflections Starting from the Analysis of a Multi-ethnic Area in Padua

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Keywords: cities of difference, social mixing policies, resilience

The paper proposes an in depth analysis of a case-study carried out in the Padua train station area (Italy). This case-study is part of a broader work aimed at challenging social mixing policies considered as a mainstream approach to face problems of liveability in stigmatised multi-ethnic environments.

Some concepts that emerge in the contemporary provocative rediscovery of the potentialities of “segregated” neighbourhoods in the face of the mixing policies are used to explore the capacity of these places to act and to solve concrete problems through their self-organisation (Cattacin, 2006). In particular, the distinction between “internal” and “external” dynamics and perceptions of these areas are used to explore the often hidden resources of the “cities of difference” (Fincher, Jacobs, 1998).

As underlined by policy analysis and social sciences, descriptions and problems’ framing are strictly linked with existing tools that decision makers may mobilize to cope with them. Different narratives of the same place may lead to different ways of intervention. One main argument of the paper is that social mixing policies are mainly based on narratives that reflect the external perceptions of multi-ethnic neighbourhood. Descriptions mainly focused on the problematic aspects of “concentration” of “different” groups in some areas where social mixing policies are seen not as one of the possible answers to concentration, but as an embedded answer to descriptions based on concentration. These narratives are often fostered by public debate, but academic research as well has used a slippery concept as “concentration” to describe these places.

Based on their principles as well as on their sometime paradoxical outcomes, a wide range of literature has criticized social mixing policies arguing that policy agendas should be reframed (Arthurson, 2012). In this direction, the paper suggests that also our ways of looking at multi-ethnic settlements – as researchers – should be subject to challenge and put under critical and auto-critical observation, exploring new ways to describe these places. For this reason the case-study is not focused only on a place and on its residents’ daily practices and adaptation to change, but on the methodology used by an association rooted at the local level to capture and describe the insiders’ point of view on “problems” and “solutions” for a place subject to stigmatisation “from outside”. If resilience is related to adaptation and change, in the Padua’s case the analysis “from inside” of the residents’ reactions to changing urban dynamics, shows that people seem to be much more “resilient” than expected by policy makers. The paper aims at challenge more consolidated ways of describing multi-ethnic environments, develop innovative methodologies and intellectual approaches to these neighbourhoods with a particular attention at their “resources” in the face of the welfare restructuring, thinking alternative modes of public intervention in such urban environments.

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Relevance and Potentials of Inter-religious Activities for Urban Inclusion and Cohesion

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Keywords: inter-religious activities, religious diversity, urban cohesion, diversity management

Within integration policies the topic of religious diversity in urban areas is experiencing an increasing relevance. Influencing factors are the stronger self-expression of religious migrant communities as well as debates about religious fundamentalism. In effect, the governance of religious diversity has become a subject matter in many urban integration plans in Germany and materializes in policy partnerships with different religious actors. In this sense diverse religious groups are seen as important cooperation actors for urban cohesion.

Relating to this phenomenon, in the last decade inter-religious activities were re-shaped in their perception and thereby also in their role in society. Inter-religious initiatives and activities, such as interfaith dialogues, peace prayers or multi-faith school prayers, are considered potential platforms for improving conviviality between different cultural and religious communities. Religious and urban stakeholders are often cooperation partners when planning, organising and carrying out such activities. In this context we explore the motivation of urban stakeholders (policy makers, politicians, planners, neighbourhood managers etc.) to engage in inter-religious activities and the influence they may exert within their engagement.

Our paper is based on an ongoing, interdisciplinary research project conducted by the Faculty of Spatial Planning of TU Dortmund and the Centre for Religious Studies (CERES) at the Ruhr University Bochum. The project employs a mix of qualitative individual and focus group interviews, document analysis and (participant) observation and uses Duisburg and Hamm, two selected cities of the Ruhr Area, as case study areas.

In the presentation we will delineate the different ways in which urban stakeholders take part in inter-religious activities and the main outcomes of inter-religious activities within the urban setting. At the same time we want to identify the limits of such cooperation structures. In doing so, we will focus on the present and potential relevance of inter-religious relationships and activities for urban inclusive processes and diversity management in increasingly multicultural cities. We will argue that strong and long-holding inter-religious contacts can positively influence urban resilience when dealing with cultural and religious conflicts and disputes.

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Linkage between Social-Cultural Interactions of International Students and Public Spaces in Trondheim

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Keywords: public space, international students, interactions, multiculturalism, Trondheim

Now as before, the public space in the city form the framework for people's meeting with the city and the society. It is the arena for new expressions and most important functions of city culture that are significant for the quality of life in cities. Public spaces have the potential to bring people of many different cultural backgrounds together and provide the opportunity for social interaction. The flow of students' immigration to Trondheim brings issues pertaining to multiculturalism and the challenges include their inclusion and participation into the society. For many young international students, who spend a large amount of their free time outside their homes and hanging out with friends on the streets and in other public domain, public space is a stage for performance and contest, where a developing sense of self-identity is tested out in relation to their peers and other members of society. Students are valuable members of the young community, who constitute the very wealth of a country's future. Therefore investments must be made in providing them with chance to participate actively and genuinely in social, environmental and economic development. In addition, preparing the ground in developing their knowledge, skills and social responsibility is the best strategy toward creating better future sustainable cities.

This research aims to explore links between public space and diverse conceptualisation of social-cultural interaction of international students. Not only by asking direct questions to informants on these topics, but also, by letting themes emerge from everyday experience, reflecting and approaching a holistic, but also diverse, understanding of their interactions. In this regard, "case study" was the chosen research strategy, which included different methods. There were contrasts between what seems evident in interviews, what seems to underlie the discourses, what appears to be generally true in surveys, and what differences arise when comparing all these with interpretations of the same thing in this research. Using methodological triangulation of discourse analysis (a qualitative methodology), and survey data (a quantitative methodology) was a good choice to validate the findings. In addition, it helped the researcher to deepen and broaden her understanding of the reality of international students' behaviour in using public spaces. In order to get access to different facets of this issue, triangulation was the methodology, which referred to a pluralism of methods that enabled the researcher to use different techniques to obtain confirmation of the findings.

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Measuring Shared Space: the Use of Indicators for Planning to Enhance Social Sustainability in the City

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Keywords: social cohesion, shared space, social sustainability indicators

The resilience of contemporary cities does not only rely on how environmentally or economically sustainable they are, but also—if not more importantly—how socially sustainable and resilient places are in adapting to change. Indicators have become significant in managing planning's ability to monitor change. Wong (2006) and Perdicoulis and Glasson (2011) acknowledge the importance of indicators for contemporary policy and decision-making processes that constitute the planning process. However, for cities, like Belfast, emerging from ethno-nationalistic conflicts, trying to negotiate a peaceful path that tolerates diversity and encourages social justice, the challenges of creating socially sustainable places remain problematic. While indicators of division and territoriality are all too apparent there is an absence of indicators to measure progress towards achieving a shared society. Goldie and Ruddy (2011: 37) argue that “there are varying degrees of segregation and sharing, yet there is no objective measurement and we believe the development of a model is long overdue” in places emerging from conflict. Thus, cities, like Belfast, are confronted by unfamiliar mechanisms that begin to measure how places are transitioning from ‘contested’ to more ‘shared’ spaces, particularly in the urban and social realms.

This paper examines the current theoretical and policy debates of social cohesion, integration and sharing that surround contemporary notions of ‘shared space’ to draw out the challenging nature of developing social sustainability indicators in cities emerging from ethno-nationalistic conflicts. The research methodology comprises an initial literature review and case study analysis of two urban regeneration and planning projects in Belfast that are trying to nurture the creation of ‘shared space’. The paper proposes customised social sustainability indicators, tailored to measuring social cohesion in shared spaces, building on the conceptual considerations exposed by Dixon (2011) and Social Life (2001). This is then complemented by structured interviews to explore the potential relevance of social sustainability indicators for measuring the transformation from contested space to shared space. The analysis will help develop a social sustainability assessment framework for measuring the growth of shared space that will help planning to monitor the spatial and social dimensions of change.

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SESSION 2-7 Policy Making in Multicultural Communities

Welcoming Communities Initiative: A Test in Toronto's Thorncliffe Park

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Keywords: welcoming community, immigrant, planning, Thorncliffe Park, Toronto

Welcoming Communities is an initiative and policy priority of the Canadian Federal Government, aimed at exploring the host communities' receptivity to and long-term integration of immigrants. This initiative uniquely focuses at the local level – regions, municipalities, and neighbourhoods in particular – following Bradford's (2009) assertion that a meaningful public policy requires a local lens. The initiative recognizes the value of community-level planning and localized responses.

This paper empirically evaluates whether and how an urban neighbourhood acts as a welcoming community. Very little is known about this subject. Through this exploratory study, I attempt to (1) understand the meaning of welcoming; (2) how welcoming plays out at the neighbourhood level through the lens of an ethnic, immigrant neighbourhood – Thorncliffe Park – in Toronto; and (3) the policy implications of creating a welcoming community.

The study uses persona development as a method of analysis with Thorncliffe Park in Toronto as a case study. Lessons learnt from this study could help local planners and policy makers (re)conceptualize and build more welcoming neighbourhoods.

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Emergent Immigrant Civil Societies in the U.S. Midwest

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Keywords: immigration, citizenship, civil society

Immigration has long been an important force in shaping and reshaping the human landscape in cities, small-towns, and rural communities in the United States. The expanding reaches of the global economy have recently impacted places that have not traditionally been home to large numbers of immigrants (McConnell and Miraftab, 2009; Massey and Capoferro, 2008). As these new destination communities see an increase in cultural and ethnic diversity, questions arise about how to address the needs of new residents, how immigrants are engaging with the community, and how the community as a whole responds to the increasing diversity. This research takes place in Indianapolis, Indiana, a Midwestern city whose foreign-born population doubled every decade between 1990 through 2010 (1990 and 2000 US Decennial Census; 2010 US Community Survey). Community-based organizations have arisen to specifically address issues that affect the daily lives of immigrants, such as affordable housing, access to healthcare, and employment protections; these organizations are the foundations of emerging immigrant civil societies (Theodore & Martin, 2007). Organizations in Indianapolis represent a broad array of the new and growing ethnic populations, including Chinese, Latino, and Burmese groups. Using a qualitative approach, this research investigates and compares the emergence of immigrant civil societies, their claims to space and belonging, and their engagement with activities that promote cultural difference and diversity. This research is important because it clarifies our understanding of how immigrant civil societies operate in a new political context that poses different responsibilities for the state and local government. It also examines the impact of grassroots community-driven efforts to address cultural diversity and difference.

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Urban Fear and the Institutional Planning Paradigms: Differences, Rhetoric and Stigma in Two Council Housing Districts

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Keywords: urban fear, institutional planning, systematically distorted informations, justification of policies, differences building

The proposed paper intends to contribute to the track “Planning for Gender, Diversity, Justice” with a critical approach to the way the main paradigms for institutional planning have faced and face the fear of crime in the urban realm: urban fear has been widely debated by geographers, ethnographers, and sociologists (see Hutta, 2009) but remains a neglected and uncomfortable issue for the planning discipline (see Sandercock, 2003).

I will debate the modernist paradigm in urban planning and its postmodern deviations, as well as the institutional shift in the justification of urban policies: I will use Forester's concept of “systematically distorted informations” (1989) in order to question how misinformations about crime and the rhetoric use of feelings of fear may become political tools for the justification of urban policies.

I will depict the histories of two public housing neighbourhoods in two Southern-European medium-sized cities: the Zen in Palermo, Italy, and Chelas in Lisbon, Portugal. Both neighbourhoods are known as “problematic” ones and in both cases a rhetorical building of their populations as “diverse” and criminogenic exists in the media and political discourses.

I will debate the planning and realization of the neighbourhoods (started in the 1960s), the failure of the original plans, the insurgence of the rhetorical discourses, and the recent planning and political processes.

The methodology will be the case study designed on a multiple cases approach. The data have been gathered through: the analysis of documents for the reconstruction of the planning processes; literature review; interviews with planning officers, politicians, citizens and grass-root activists; direct observation; photographic surveys; surveys of local media for the reconstruction of the “discourses”.

Both stories will help understand how feelings of fear of crime and institutional planning are often intertwined: how the modernist approach to planning has produced urban spaces unsuitable for the encounter with differences and how postmodern tendencies infiltrate in the voids of the modernist city, often using justifications based on the instrumental use of feelings of fear. In my contention, such a critical approach to the institutional planning paradigms is a necessary task for those who aim to understand the emerging patterns of (in)justice in the contemporary cities.

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Do Palestinians Live Across the Road? Non Recognition in Israeli Post-Colonial Urban Spaces

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Keywords: recognition; postcolonial urban spaces; address; Jewish-Palestinian; urban planning

This paper explores the possibilities of engaging processes of recognition in developing postcolonial urban spaces in Israel. It is based on a personal and academic journey to discover the original Palestinian owners of my grandparents' home in Jaffa. However, what intended to be part of a 'proposed recognition framework' to accompany current urban planning and development, turned into a re-conceptualization of non-recognition rather than recognition based on Jewish and Palestinian non-recognition discourses that I have identified during the 3 year research. The paper elaborates on the methodology of the archaeology of the address that has been formulated for this research and reflects on the various meanings of non- recognition as a basic understanding of what can promote recognition in this area.

Care, Attachment and Capability in Marginalized Spaces; Why are We Still Surprised?

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Keywords: community development, home spaces, planning practice, surprise

Surprise occurs when there is a mismatch between our experiences or observations, and our expectations. For decades planning and community development researchers and practitioners have reported surprise at the levels of attachment, caring, skill and community they observe in areas that have been systematically and structurally marginalized. This surprise is an important indicator of the continued mismatch between lived experiences, and the narratives informing planning theory and practice in these areas.

Impacts of this surprise include the ongoing implementation of policies, programs and practices aimed at improving marginalized spaces through spatial fixes, environmental determinism and dispersal. These are practices predicated on expectations of cultural deficiency, lack of capability and disorder within these areas. The persistence of surprise suggests an inability or unwillingness on the part of planners to incorporate what is experienced and observed into our theory and practice. However, this repeated surprise could also serve as a starting point for reflection and reevaluation of planning practices.

This paper begins this reflection by attending to the perspectives and evaluations of residents in three predominantly low income neighbourhoods in the US, Canada and Denmark. Part of a larger study on immigration and housing, in-depth narrative interviews were conducted with immigrant residents in the neighbourhoods of Olneyville in Providence RI, Spence in Winnipeg, Manitoba, and Nørrebro in Denmark. Each is an urban neighbourhood facing strong external development pressures, and where planning processes often ignore, dismiss or disrupt existing community networks and capabilities.

In addition to general assessments of their current housing and neighbourhoods, residents also evaluate government and non-profit interventions into housing and community development. Residents also describe their own ideals for housing and development, both materially, and in terms of the affect and emotion involved in homes.

The reflections residents provide help in identifying mismatches between resident experience and planning narratives, and suggest the need for planning and community development practices that acknowledge material decay, structural disinvestment, and social and political isolation; but that also start with an expectation of care, attachment and capability within these neighbourhoods.

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SESSION 2-8 Advancing Research and Practice in Gender Planning in Europe and Beyond

Planning for Fair-Shared Cities

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Keywords: urban planning, gender mainstreaming, fair shared cities

The diversity of urban society is reflected in the variety of social construction of urban spaces and environments. The social construction of urban space is interlinked with the diverse interests of the people which depend on life phase, life situation and local built environment. The objective of this paper is to discuss by the case of the city of Vienna the efficiency of the Gender Mainstreaming Strategy Policy to respond to the social diversity of cities and to implement planning steps towards a fair-shared city. Vienna is continuously growing. According to demographic forecast Vienna will have again two million inhabitants in 2030. With budget cut looming, the public planning administration is facing challenges. Under this light, one of the main the main question is: what are important aspects and what resources are necessary to turn Vienna into a fair-shared city. The main thesis is that a process-oriented approach taking into account gender, age, social and culture background supports the everyday life of different user groups (Jarvis et al. 2009). Furthermore, such an approach assures the quality of planning activities in the city of Vienna. The implementation of a process-oriented strategy requires the integration of a gender-sensitive perspective in all stages of the urban planning process: from the planners' analyses to the formulation of goals to implementation and evaluation of measures. To verify this thesis, the authors draw upon the experiences and knowledge as published the in rely on the handbook (Damyanovic et al. 2013). The handbook contains a review of the numerous practical experiences of implementing the Strategy of Gender Mainstreaming made through city planning in Vienna over the past 20 years. The office in charge of women-friendly planning, the 'Leitstelle für Alltags- und Frauengerechtes Planen und Bauen', of the City of Vienna has been the main responsible administrative body and observer of Gender Mainstreaming implementation strategies in the spatial development processes of the city. The handbook systematically reviewed and compared key projects of the 'Leitstelle'. Key results of this handbook are the target group-oriented assessment of projects, different indicators for different levels of planning (from master plan to construction project) and functional guidelines and methods for reassessing and evaluating projects. The production of the book was accompanied by workshops with various city administration departments. In this development process the core experiences was further reviewed and discussed. This paper aims to show how planners and planning administration can respond to the current planning challenges in terms of gender, age, cultural and social background and address the future changes and challenges to contribute to a fair-shared city (Fainstein 2010).

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15 Years after: Gender Mainstreaming and Regional Development in Austria

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Keywords: gender mainstreaming, regional development, planning

In 1999 the European Union (EU) declared gender mainstreaming as a main goal of their politics and implemented it in their funding politics following the Beijing declaration on women's rights by the UN Commission in 1995 (in 2010 the UN Commission reviewed the gender mainstreaming process). The gender mainstreaming strategy of the EU influenced the planning practice by co-funding spatial development projects. Did this really make a change?

The climax of gender mainstreaming in regional development was reached in the mid 2000 in Austria. Various projects focusing on gender mainstreaming and planning were realised. Examples can be found on the regional planning level by implementing a project manager for gender mainstreaming in the Lungau or the project "GEKO – gender sensible cooperation" in the EUREGIO Weinviertel-South Moravia-West Slovakia, but also in local planning activities where divers requirements were specially considered within the master plan for the city development project on the "Flugfeld Aspern". Basic research studies were published and the equality in regional development was discussed from the local up to the national level. After this peak of interest the topic disappeared more and more from the picture: The projects were finished and the studies were not updated. Are the guidelines and good practices still used?

Monitoring regional development shows that the gender perspective is still far off mainstream. The structures have not really changed, e.g. women are still a minority in decision-making. Most activities nowadays take place on the national level. The Gender Index on basic statistics (governance, education, economy, health, violence) is published every year, but not available on the regional level. Several guidelines on different aspects of gender mainstreaming and newsletters are published by the ministries every year (gender budgeting, gender in the administration, gender in projects and funding, etc.) and gender mainstreaming representatives/working groups are settled and committed. The provinces are far less active – it's the task of the women's departments to deal with gender mainstreaming. Was the equality already achieved?

This paper reviews approaches to gender mainstreaming in the context of regional planning and identifies barriers for the implementation. Some projects in Austria showed how gender mainstreaming and diversity management can work in practice. Proposals for the implementation on the regional level are introduced.

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Gender Sensitive Planning in England and Wales: A Cause for Celebration or Depression?

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Keywords: gender, planning, UK, obstacles, inspiration

It is now 17 years since the European Union adopted gender mainstreaming as an integral component of their policy and actions. Yet recent research on gender sensitive planning in Europe has found that while there are some inspiring examples of advanced practice in certain member states, in others, pioneering experiments have been discontinued. Gender mainstreaming has developed unevenly and there are still obstacles to be overcome at a different scales and levels of intervention. For example on the one hand practical steps such as collecting gender segregated data is sometimes lacking and on the other a deeper understanding of equality at the symbolic and visionary level is missing (de Marariaga & Roberts 2013 forthcoming). It is all too easy for gender awareness to be reduced to a 'box-ticking' exercise (Greed 2006, Burgess 2008).

This paper takes stock of the contemporary situation in the UK, half a decade since its government imposed a duty on local authorities to introduce equality into their policies as well as their own organisations. The paper will use secondary sources to set the scene. The investigation will proceed by drawing on policy analysis and interviews with key personnel in central government and leading local authorities and consultancies. The aim is to find out whether progress has been made or whether, in the face of budget cuts and other impacts of austerity, moves towards gender sensitive planning and urban design have stalled. It will also report on new, related initiatives at the grass roots level. This research will make a contribution to the work of the EU COST network, Gender STE (Science, Technology and Environment), which was launched in November 2012.

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The Relationship between Sexual Assault and Public Urban Infrastructures and Space— Illustrated by Research on Public Lavatories in Chinese Cities

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Keywords: sexual crime, urban spatial planning, public lavatories and baths

Sexual assault and sexual crimes in cities is rising worldwide. Recently, it occurred several vicious gang rapes in India and resulted in a death of a young female victim. And in China, the reports that women are sexually harassed and offended in public lavatories, public baths or public locker rooms are heard frequently. As a consequence of urban planners' ignorance and city administrators' oversight on gender equity, as well as the missing mechanism of gender protection in cities, those public spaces which have a degree of privacy and secrecy become hotbeds of sexual crime. This phenomenon leads introspection on the affection and function of urban spatial planning and design for safeguard social fairness and justice, particularly for upholding female's rights. This paper studied in sexual harassments and crimes in Chinese cities. We used methodology of field investigation and case analysis to explore the effects of urban design to individual rights and dignity, and to discuss on the prevention against sexual crimes in cities from spatial level and planning mechanism. Meanwhile, we made use of research methods of questionnaire and focus group to understand the women's needs of privacy protection and personal security when they use those public facilities, as a result of enhancing their sense of security in psychology. In the conclusion, we introduced suggestions on planning, designing and managing the urban private public spaces and facilities as public lavatories and baths, And puts forward a standard for this urban subject planning.

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PANEL 2-2 LGBTQIA Research, Intersectionality and the Academy

Abstract not available

PANEL 2-3 Recognising Marginalised Property Rights in Planning: Beyond (neo) Liberal Conceptions of Property

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Keywords: property, rights, neoliberalism, recognition

Property rights are a determinative feature of spatial change and process in both urban and non-urban places. Planning law and policy tends to see property rights in a narrow liberal ownership model. Yet it is clear that property rights are far more complex, multivalent and liminal (Blomley 2004). Beyond the (neo)liberal framing of property rights, it is possible to recognise property relations in the commons, in use rights, in customary rights, and potentially in recent movements around 'the right to the city' (see for example Brenner, Marcuse and Mayer 2012). Yet planning law and policy frequently excludes, silences and contains these alternative conceptions of property rights. Given that such rights are invariably meaningful to diverse communities of difference such as Indigenous peoples, the urban poor in situations of housing 'informality', and gypsy and traveller peoples, means there are very significant implications in terms of social, environmental and economic justice. This marginalisation, and the various forms of injustice to which it gives rise, is an urgent area of planning work, and yet is only beginning to be addressed in planning scholarship.

The purpose of this roundtable is to open out a discussion among planning scholars and researchers to ask: how does that marginalisation occur in different planning contexts, and with what effects on social relations of power? The discussion will focus on: specific discourses of property at work in particular planning contexts, the role of legislation and policy in codifying and silencing property rights, and what the struggle over property rights looks like in different places. Panellists will be asked to address the central question from their particular research orientation. The roundtable format is appropriate because a discussion can be carefully framed to enable useful comparison between a very diverse set of planning contexts. Moreover, this emerging field for planning would benefit significantly from a cross-fertilisation of analyses and conceptual approaches beyond what a traditional paper session will allow.

The session will be introduced and facilitated by Libby Porter. Panellists will then give a short response from their own research context in response to the central question posed above: Oren Yiftachel (Ben-Gurion University) on Israeli-Bedouin relations and 'gray spaces'; Abigail Friendly (University of Toronto) on the implementation of the right to the city statute in Brazil; Janice Barry (University of Sheffield) on Indigenous property rights in Canada and Australia; Tanja Winkler (University of Cape Town) on struggles over informal property rights in African cities. Libby Porter will then facilitate a discussion involving panellists and session audience.

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SESSION 2-9 Intersectionality and Planning

LGBTQ University Students: Negotiation for Gender Rights in Intellectual Space

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Keywords: LGBTQ students, uniform, sociology of knowledge, urban planning

In Thailand, apart from those who work in organizations that require wearing uniforms, students (from kindergarten to university levels) are required to wear uniforms designed for male and female students. However, there are students whose sexes are contradicting to gender and feel uncomfortable or even repressed, to wear uniforms. Nowadays, there are universities—such as Suan Dusit Rajabhat University and Thammasat University—that allow LGBTQ students to wear uniforms that match their gender on ordinary school days but must put on uniforms that matches to his/her sex as shown in the identification card on examination days. As there are no universities' regulations or ministries' policies assuring or protecting that LGBTQ students can wear their choice of uniform even on school days, their lives depend on faculties and staff's judgment: either allowing them to get into the classes/exam rooms or to pull them out and demand that they change their uniforms to the "right" one and come back later.

Most LGBTQ students who are told to change their uniforms on the examination days obediently follow the order as being afraid they will not be allowed to take the exam. Many feel and believe that the universities are tolerant enough to grant their admissions and let them wear the uniforms of their choice on school days. Hence, the fact that they are treated as "the wrong" is acceptable. Ideally, universities are supposed to be an inclusive public space where students coming from different races, ethnics, social classes and gender are able to equally exist. Nevertheless, there are large inequalities in representation, knowledge circulation and bargaining processes when it comes to the third gender. The lack of advocacy makes LGBTQ students unorganized and unrepresented in the Thai education system.

This paper will explore the sociology of knowledge of LGBTQ university students in Bangkok; how universities and relevant institutions influence everyday's life of the LGBTQ citizens; how these students negotiate for acceptance/membership in their universities, and, more importantly, in society; and it aims to answer how planners can make difference on social justice. The author will conduct a qualitative research with literature review on theories and cases of urban planning and gender, especially the advocacy planning; communicative approach and bargaining model. Also, in-depth interviews with key informants in universities—such as LGBTQ students; university presidents; faculties and staff—and focus group discussions will be sources of empirical data for this paper.

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Beyond Queer Spaces: Planning for Diverse LGBT Populations

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Keywords: diversity, multiculturalism, gender, sexuality

In the latter half of the 20th century, gay and lesbian neighborhoods in many metropolitan areas in Europe and North America have grown and become more visible to non-LGBT urban residents. In the US context the Stonewall rebellion in 1969 marks a watershed in the gay and lesbian movement that coincides with a greater willingness for many to be open about their sexuality and claim their place in the city. Some scholars have used the term queer spaces to describe these residential areas, though they are popularly termed gay villages, gayborhoods, boystowns, and occasionally some derivative name using lesbian or dyke such as Dykecatour (Decatur). However other analysts have suggested that these queer spaces are highly commodified habitation zones for mostly wealthy gay men (Nast 2002) that do not represent the needs of other LBT people who are excluded by virtue of their race or class (Valentine 2007). Planning academics have noted the contested nature of planning for non-normative sexuality (Forsyth 2001; Frisch 2002; Doan and Higgins 2011) and planners concerned with multiculturalism have begun to recognize that individuals who express their gender differences and sexuality must be included in the just city (Sandercock 1998; Fincher and Iveson 2008).

This paper examines case material from Atlanta to explore how planning practice has failed to consider the needs of LGBT identified individuals, both those living in queer-identified areas as well as those who live beyond queer spaces.. The paper then extrapolates lessons for planning practice to incorporate the needs of the entire spectrum non-normative populations.

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Finding Transformative Planning Practice in the Spaces of Intersectionality

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Keywords: intersectionality, identity, sustainability, equity planning

Urban planning may be conceptualized as a profession that works toward maintaining order and facilitating urban reinvestment (Harvey 1985). Planning practices arise out of power structures that assume a unitary public interest. Differences disappear in these practices contributing to what Yiftachel (1998) called the “dark side of planning.” Planning may then be seen as a technology of class, race, gender, and sexual identity facilitating structures of control in service of this unitary “public” (Frisch 2002).

How then might a transformative planning practice be developed that addresses multiple “publics” (Sandercock 1997)? The concept of intersectionality addresses how individuals in multiple identity categories experience oppression and/or mobilize resistance (Valentine 2007). This lived experience within subcultures influences capabilities. A transformative planning must recognize this experience and facilitate the capabilities of its constituent publics (Fainstein 2010).

I explore the possibilities for transformative planning practices by looking at spaces of sustainability and queer spaces in Kansas City. The requirement for inclusion of “equity partners” in regional sustainability planning allows for recognition of multiple publics in contrast to typical planning practice. Even these processes of inclusion too often leave out “queer” spaces (Doan and Higgins 2011). Attention to intersectionality may lead to “non-reformist” reforms (Fainstein 2010) that embody a transformative planning practice.

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Queer Spaces, Places and Flows in Chicago: What can They Tell us about Planning and Governance?

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Keywords: identity, planner, district, network

Planning documents rarely reference queer space (Forsyth, 2001; Doan and Higgins, 2011), but those in the Chicago of the late 1990s appear to be an exception as planners consciously streetscaped a queer neighborhood in order to highlight its gay identity, thereby giving it a sort of official recognition. Ironically, this happened at a time when the neighborhood was becoming less gay due to deconcentration of gay community and the ascendance of another gay neighborhood. It also occurred as at a time when gay social networking and globally accessible internet representations of space were emerging, newly creating what we might call a queer 'space of flows' after Castells (2011).

Was this early representation of gay space in planning the beginning of a trend, or an anomaly? The full extent of representation of gay space in planning documents is not known. This chapter examines the extent and ways by which Chicago metropolitan area planners have represented gay people, community, places and flows in planning documents over the past two decades by examining planning documents in the Chicago region, mapping gay spaces, reviewing literature and conducting select interviews.

The paper seeks to understand these spaces and their representation in planning documents by using a conceptual framework developed by Manuel Castells (2011) who understands urban spatial transformation in light of the network society, arguing that spatial transformations are part and parcel of social transformation. Castells points us to questions about how queer space is transformed by global—local tensions, how individual identity and shared community identity interact in space, and how the queer space of flows and places relate. This framework is particularly promising since queer online social networks such as AOL, in their infancy in the 1990s, have transformed today into geosocial networking such as Grindr with the potential to tie together space of flows and spaces places in evolving ways. Finally he urges us to examine the role planning has played in the transformation of the queer space of flows and places, and to imagine what roles planners might play in the future.

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POSTERS 2

Spatial Features of the Senior Population in Wuhan and its Planning Implication

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Keywords: ageing city, spatial distribution, public facilities

Nowadays, cities in China are ageing within the context of growing old before getting rich, rapid urbanization and large-scaled urban development. Therefore, it is a challenge that how to provide a livable environment for aging population in cities. Current studies in China mainly focus on characteristics at a micro level, including physiological behaviours of seniors and their demands. Macro-level studies, however, such as the spatial distribution of seniors in specific cities are important for urban planners. The spatial features of seniors provide not only a basis to evaluate the allocation of related facilities and amenities, but also a guidance for future planning. The paper aims at exploring the spatial features of seniors in a specific city and evaluating existing facility allocation and its plan.

For these research purposes, Wuhan, a mega-city in Central China, is selected for a case study. We illustrate the spatial distribution of seniors and its evolution in neighbourhoods of the central city of Wuhan from 2002 to 2012 based on GIS. It is evaluated in the research whether the allocation of existing and planned public facilities meet the demand of seniors. The spatial distribution of seniors in the central city of Wuhan presents a multiple-layered structure centered with its old town. The highest aging level of population is concentrated in the second layer while the existing and planned public facilities for elderly people present a mismatch. Furthermore, a community survey and interviews explore essential difficulties ageing neighbourhoods are facing. The paper is concluded with policy suggestions and planning principles to provide a better living condition for seniors in cities.

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Study on Fair Disposition of Urban and Rural Resource Elements in Economically Underdeveloped Areas: Take the Example of Experimental Zone on Urban-Rural Integration in Hubei Province, China

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Keywords: underdeveloped areas, urban and rural resource elements, fair configuration

According to the standards of the World Bank, less developed countries are places where per capita income is less than \$ 800. Chinese county, accounting for 73.5% of the country's land area and 61% of the country's total population, belongs to the less developed region. Per capita income in 64% of county areas is less than \$ 800 and the county economic development level is generally lower than the urban level.

China is in a period of rapid urbanizing development, therefore it can be concluded that more than ten years of future rapid development will lead to requirements for higher resource elements in urban and rural areas. However, at present China is facing with the dilemma of urban and rural developing imbalance. Due to the differences in economic development and limited funds for construction by government, the phenomenon is more and more obvious that much more attention is paid to city than county in urban and rural construction. This has a direct impact on the fair efficiency in urban and rural resource elements such as land resources, capital resources, public service resources and ecological resources, which even bring out the unbalanced phenomenon in the urban and rural development.

Research on the issue of fair disposition of urban and rural resource elements and optimization strategies for them so as to establish a series of workable objectives, strategies and path has important practical value. Not only the efficiency of urban and rural resource elements use can be improved, but also the fairness of the urban public service system and the residents' happiness index can be elevated, which is of great significance to the strengthening of urban and rural cooperating development.

To change the poor fair configuration of urban and rural resource elements in the underdeveloped areas, it is of great need to build a well-served ideal pattern for urban and rural areas, which can be achieved in Xiantao experimental zone on urban-rural integration in Hubei province. In the experimental zone, "three communities and three system" strategy is presented, which proposes all residents enter the community efficiently, including three equilibrium on "business-living", "industry - living" and "agriculture - living". So when ecological, public service and infrastructure systems are built in urban and rural integration areas, all residents could share the happy community life, the problem of poor fairness in configuration of urban and rural resource elements can be well solved.

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Where Are the White Poor in America? Race, Class, and Space

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Keywords: poverty, race, underclass, economic inequality

Until Murray's most recent 2012 book, few writers discussed poor whites in the US and most were either dated or confined to Appalachia (Sawyer 2009; Flint 1989; Giltlin & Hollander 1970). However, those who study poverty know that, while the poverty rate is higher among minorities, the great majority of poor in this country are non-Hispanic whites. Our discussion of the literature will address why white poverty has remained an almost unknown issue until more recent works that address white poverty directly, including those contributing to white critical studies (e.g., Walsh 2012). Another addition to this continuing research will be a discussion of spatial issues (i.e., through the use of maps) that pinpoint locations where white poverty is concentrated nationwide. In sum, we will present:

An overview of the literature,

GIS maps depicting concentrations of white poverty by varying characteristics nationwide,

An analysis of how media portrayals that chronicle the changing face of poverty became slanted over time to ignore the actual diversity of the poor in the United States.

The implications of this research are far reaching—we will validate poverty as a more diverse concern that includes not only people of color but whites—and will answer the following questions:

Where are the pockets of white poverty?

How do conventional race, space, and poverty theories about the spatial mismatch and the culture of poverty change as the awareness of white poverty is brought into the picture?

How can planning and policymaking use the knowledge of white poverty to create better communities?

While the research is at a beginning, it will start to fill an important gap in our knowledge of poverty in the United States and its various dimensions and impacts. As a consequence, the presentation should be of interests to planners and others interested in the social and economic conditions of the disadvantaged—a vital component of cities, suburbs, and rural places.

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The Construction of Local Public Facilities Network based on 'Living Circle': Research on the Model of Sharing Public Facilities across Administration Boundaries

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Keywords: living circle, towns, public facilities, sharing

Recently various basic facilities in towns are being updated, with the implementation of the idea of city-countryside integration. The 'radiation circle' of public facilities is expanded with the development of transport system, and the demand for high quality public facilities is increasing. In this trend, the overall system of public facilities in small scale is established in many towns. However, the utilization rate is very low, since these towns are losing population in the process of rapid urbanization. This means that allocating facilities based on administration boundaries in the top-down way, which is a normal practice in China, is inefficient. New allocation model that is more reasonable and effective is needed. In reality, many towns are breaking the administration boundaries and sharing public services with neighborhood towns. The case of She County and Jixi County is a good example. They share zigzag boundary for historical reasons. The downtown in She County is not geographically centered. Therefore some towns in She County are within the radiation circle of public facilities in Jixi County. In other words, enjoying public services based on "life circle" is more convenient in real life than administrative allocation.

In the case of She County and Jixi County, the research investigates the utilization of public facilities in these two places. The focus is to research on types of facilities that are used by residents across administration boundaries (including education and technology, culture and entertainment, and physical training), and types of facilities that are not shared so far (including medicine and social welfare). The reasons will be identified, and the possibilities of sharing the latter part of facilities will be explored.

The concept of 'half-hour life circle in town and village areas' will be proposed in this article, as well as the idea of building effective public facilities network among towns. The implementation of this idea entails close cooperation across administration boundaries (mainly across towns, but may involve counties), in order to allocate public facilities in a larger zone, and in a more effective way. The goal is to adjust and set the standard for public facilities system according to their scale and level, under the consideration of history, culture, social evolution, population and environment. This would serve as the tool to provide new idea and allocation model in planning for allocating public facilities in towns and counties, and thus to improve the life quality of residents.

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A Formulation Method of Planning Standards for Aged Care Facilities of the County Proper in Northwest China

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Keywords: the county proper, aged care facilities, covering region, formulation method, planning standards

Aged care facilities are essentially about China when the old people over 65 account for 8.92 per cent of the country's total population in 2012. Furthermore, for the Counties in northwest China, with lower urbanization and economic, losing large qualities of young labor force, and increasing empty nesters, the rate of population aging is higher than the country's. Despite all these shifts, the aged care facilities in country-cities, which serving people within counties administration boundary, are at low level. This paper focus on the factors which make "the facility types and index system construction" appropriate. After choosing six counties in northwest as typical cases, there is an investigation and analysis of status quo of facilities, distribution and occupancy rate of facilities, physical needs and psychological needs in aging, which determine the quality of the facility types and index system. As a result, further discussion focus on the problems with lack of financial support, larger range of serving for county regions, and low occupancy rate. It is concluded that the principles of setting planning standard for aged care facilities in county regions should be established appropriate aging facilities types, divided three level index systems, and operated the management policy.

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Study on Public Facilities of Small Cities in Dynamics Flow Population Regions

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Keywords: public facilities, dynamics flow, small cities, countermeasures

In recent years, the Lewis turning point phenomenon is gradually emerging in the inland areas of China where rural surplus labor force is gradually reducing, at the same time in the central and western provinces also have been a shortage of workers which are the main exporting labors provinces since China's reform and opening - up. On the other hand, it is too difficult for flow workers to integrate into the local community, whose wages and the social protection does not significantly increase. In this case, the number of flow workers return to their hometown to work from the southeast coast of China is increasing since 2007.

Hubei is one of the main labor-exporting provinces in central China. Firstly this paper, takes Hubei province for example, concentrates on the correlation study between the labor mobility and the level of national economic and the urbanization since the reform and opening up, and finds that the pace of Hubei urbanization development is lagging behind the national economy. However, with returning home workers who settled in cities increased gradually in recent years, the level of urbanization did not show significant growth, but also failed to promote Hubei economy development. It is an important subject worth studying.

Secondly this paper takes the empirical investigation to clarify the main features of the regional distribution of backup labor and local urbanization process, and attempts to provide an interpretation framework for this phenomenon and feature. Empirical and correlation analysis showed that the small cities are one of the most important settlements for backup labors, but the main problem is that the public service function deployment of small cities lacks of effective flexibility and correspondingly counteractions to the aggregation extent of dynamic flow labor, even affects urbanization quality in Hubei Province.

Finally, paper proposes the concept of small city living area from the angle of the association, interactive, shared systems to this question, hoping to establish a set of small cities' public facilities construction countermeasures based on small city living area system which is applicable to the dynamic flow labor during the transition period of Lewis turning point. Its significance lies not only fill the blank of this field of research, the more important is that the construction guide can play a high-quality development of urbanization in rapid population flow regions.

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TRACK 3: ENVIRONMENT, ENERGY AND CLIMATE CHANGE

SESSION 3-1 Valuation of Environmental Preservation and Adaptation

Exploring Willing to Pay (WTP) for Land Conservation Easement on River Space: An Alternative Land Use Tool for Hazard Mitigation?

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Keywords: conservation easement, hazard mitigation, floodplain

This paper explores the application of conservation easements policy as an alternative land-use mitigation for natural hazard in river space. For this, the individual recognition about land-use mitigation tools is investigated among local residents of river space in the region of the 'Nakdong' River basin in South Korea. In conclusion, we explore willingness to pay (WTP) for easements on river space.

Recent climate change are increasing and economic loss due to natural hazards has been rapidly increasing. To overcome these problems, since 2009, in Korea, major river restoration plans have been conducted. But, current river restoration project focuses on civil or structural approach such as vertical dredge and levee improvement. It, shown as many criticisms from ecologists and NGO groups, have lots of limitations in sustainable perspective. Alternatively, researchers have recommended to restore horizontal river spaces. This paper is applying the concept of conservation easements for securing river space as an effective method for extreme flood.

Methodologically, this paper does literature review, conducts a survey to investigate perceptions of local residents and finally uses the contingent valuation method with checklist to estimate willingness to pay. Through data analysis by heckman two step model, we can know relationship between necessity of easement and willingness to pay.

The main lessons to be drawn from this paper are as follows: First, easement is more efficient land use tool than acquisition from a benefit cost perspective and public preference for hazard mitigation in river space. Second, the result of data analysis shows that the respondents with higher level of environmental consciousness tend to rise perception about necessity of easement. Next, the respondents who live the lower lands show a tendency to need easement, because residents in the lower lands are secured by easement of land in upper lands. Third, there is not relationship between necessity of easement and willingness to pay. So, perception about necessity of easement appears to have little effect on the willingness to pay. Finally, the estimated mean annual WTP is 6.4 dollars per household and the total value of easements in the 'Nakdong' River basin is approximately 8.2 million dollars per year.

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Planning for Ecosystems: Integrating Inter-generational Equity into Floodplain Planning through Benefit-Cost Analysis

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Keywords: floodplain planning, benefit cost analysis, ecosystem services, time-inconsistent discounting, quasi-hyperbolic discounting

We employ a transaction cost economic approach to benefit cost analysis of floodplain restoration projects. Lowering the transaction cost of planning decisions in ecologically sensitive areas has implications on present and future planning decisions. The unique nature of floodplain ecosystems prompts planners to conserve environmental resources for the future rather than consume them today. Accordingly, planners require an economic approach that demonstrates preference for conservation rather than preference for market-driven benefits. This approach accounts for the unique importance of ecological resources and alters benefit cost analysis to accommodate for intergenerational equity.

Planners encounter issues when working with floodplains. First, changes to ecosystems have unknown consequences. As a result, planners must adapt the process in which they make decisions, knowing that long-term impacts are complex and uncertain (Scheffer, 2001). Second, standard practice of benefit cost analysis tells planners that vital resources are worth more today than tomorrow. This means that the future value of environmental goods is always reduced to zero in long-run decisions (Weitzman, 1999). Third, planners lack tools to factor future generations into economic analysis of ecological resources. In economics this problem can be explained through time-inconsistent decisions, which indicate that the amount of time that passes between the planning decision and the benefit it creates matters in how we value it today (Thaler, 1981). These issues are transaction costs of standard benefit cost analysis practice.

We address transaction costs by making adjustments to the benefit cost analysis calculation. First, we use ecosystem service values to monetize the benefits of restoring a floodplain. We compare two approaches, including relative pricing (standard practice) and quasi-hyperbolic discount rate adjustment. We apply both streams of benefits to a Monte Carlo simulation, which tests different benefit streams under degrees of uncertainty. Results show that adjusting the discount rate for time-inconsistency and quasi-hyperbolic decisions can increase the present value of ecological resources and allow for inter-generational equity in planning decisions.

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Resiliency and Transaction Cost Economics

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Keywords: resilience, economics, infrastructure

Our world is dynamic and ever-changing, yet we build things that are static, unable to adapt to either forces of nature or deliberate acts of destruction. Buildings and infrastructure are designed to tolerate a limited set of changes over a given period of time. When stressed beyond those tolerances the structures that house our communities are subject to degradation and collapse.

Development increases the severity of disasters from sudden change by either contributing driving forces or putting more people and property at risk. Development can precipitate sudden change, for instance, by destabilizing ecosystem functions. Gradual changes increase the probability of experiencing disaster from sudden changes, but our knowledge of these effects gives us more time to consider and launch alternative courses of action.

Resiliency theory, first researched by physicists but adapted by ecologists and planners, provides a framework for applying analytical techniques to anticipate the effects of disturbances. Transaction cost economics, a theory and methodology for comparatively evaluating the cost-effectiveness of institutional arrangements governing development over time, provides a framework for measuring and remedying the costs of disturbances. Several critical problems planners face in the governance of built environments have the potential to be addressed with the integrated use of transaction cost economic methodologies to evaluate alternative plans for resilient development.

This paper explores the inter-dynamics of resiliency and economics, especially the recent ascendance of transaction cost economics as a practical means for evaluating built environments. How can we look at resilient planning in a new way, especially with upcoming threats to society's infrastructure? For instance, under rapid climate change, resilient infrastructure investments need to be examined.

The purpose of this paper is to demonstrate the theoretic and practical linkages between transaction cost economics to resiliency theory, and an explanation of how to use both to prepare decision makers and stakeholders for the uncertainty of the future.

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SESSION 3-2 Countries, Economies and Planning in an Era of Uncertainty and Transition

Political Ecology in Planning for Island Tourism in Global Climate Change: Exploring Methodologies in the Philippines

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Tourism is a mainstay of Philippine economic policy and development since the 1970's with its numerous islands as natural tourist destinations. However, further intensification of tourism activities is taking place in an environment of global climate change with rising sea levels, intensification of tropical storms, and climate-related disasters documented to impact small islands where the country is among countries most at risk. (PCCC, 2011) Tourism as an economic sector is expected to be impacted by climate change.

The Philippines' enactment of the Tourism Policy Act 2009, Climate Change Act 2009, and the Philippine Disaster Risk Reduction and Management Act 2010 provide the legal framework for local governments to address these issues at the local government planning level. However, it is not clear how local stakeholders in these areas are supposed to interact and integrate climate change into a unified process considering that the Philippines is one of the most vulnerable to the effects of climate change. (Penalba et al., 2012)

This paper explores the use of political ecology as a framework for analysis in mainstreaming climate change adaptation in islands with significant tourism activity. Political ecology is defined as "combining the concerns of ecology and a broadly defined political economy that encompasses the shifting dialectic between society, land-based resources, and within classes of a given society". (Blaikie and Brookfield, 1987) Political ecology is also extensively used to examine the dynamics of place, unequal economic and political power, access to resources, vulnerability of the poor, with nature. (Bryant, 1998, Nygren and Rikoon, 2009)

The research is an ongoing PhD candidacy project with research sites in Batan Island, Boracay Island, and Samal Island in the Philippines, and preliminary results will be presented. This research is timed when the Philippines seeks to adapt to climate change and integrate adaptation into various levels of governance for important economic sectors, specifically into planning of tourism in islands.

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Planning at the Peak of the Oil Age: Managing Systemic Risk and the Future in Planning

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Keywords: Peak Oil, Degrowth, planning, shrinking, resilience

'Peak Oil' is likely to be the first environmental constraint to impact significantly on the advanced operational infrastructure of the globalised economy. An abundance of cheap oil has created the conditions that have underpinned 30-40 years of neoliberal global capitalism, unprecedented economic growth and hyper-complex international trade flows. A geological consensus is emerging that the 21st Century will be a century of oil decline. The increasing scarcity of the world's foremost energy source is likely to trigger a process of 'Reverse Globalisation', a forced 'Degrowth' of the world economy and the systemic restructuring of advanced capitalist economies on a localised scale. This transition is unlikely to be smooth and will have significant socio-spatial implications.

The central argument developed in this paper is a renewal of Isserman's (1985) hypothesis that planning has voluntarily abandoned its central purpose to lead from the present into the future. Planning has thus rendered itself irrelevant in one of the most transformative challenges of the forthcoming century. Correcting this situation will require the development of new methods, approaches and ways of thinking. In order to trace the origins of the current neglect of the future within planning, I engage with emerging literature which critiques the evolution of spatial planning in late-modern capitalist societies as a form of neoliberal spatial governance. The emergence of a 'Post-Political' consensus around the need to address environmental problems through the paradigm of 'sustainable development' merely offers a simulative "performance of seriousness". Sustainability in its current paradigmatic format is likely to be of limited utility for informing research on the complex, uncertain and unpredictable socio-spatial feedback processes arising from energy descent.

An alternative which is rapidly gaining currency within planning scholarship is Resilience Theory. Resilience offers a compelling new source of theoretical insight and potential conceptual framework for understanding episodic upheavals, and planning for such events. However, scholars caution that in order to determine the prospects for translating this concept into planning, a greater empirical understanding of how resilience is enacted in practice is required. This article concludes by offering an initial inquiry in this direction by exploring the strategies employed by practitioners and scholars who have experimented with methods for managing 'Degrowth' in post-industrial cities. This pioneering research agenda of 'Shrinkage Planning' may offer the potential for the articulation of alternative, realistic strategies to enhance resilience concomitant with energy descent and offer new ways of thinking about the future in planning.

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Design Research for Sustainability Transitions: Managing Multiple Forms of Knowledge in a Context of Irreducible Uncertainty

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Keywords: irreducible uncertainty, design research, evolutionary planning

This paper explores the role of design research in coping with the irreducible uncertainty involved in the sustainability transition faced by cities and regions in Western Europe. Irreducible uncertainty is understood in this context as uncertainty regarding both means and goals, as well as their possible relationship (Christensen 1984, Bertolini 2010). In this discussion, design research does not stand for the capacity to provide solutions to given problems, but rather for the capacity to produce and structure knowledge. More specifically, a number of case-studies will be examined in which design contributed to the building of a planning process which both seeks to foster the production of variants, and to articulate the capacity to identify and select relevant options. Following Bertolini (Bertolini 2010), these cases will be discussed in terms of the ways in which knowledge production is organized within an evolutionary process (variation and selection) in such a manner that conditions could be created for design to play its role of 'creating becomings' (Hillier 2008), attuned to the specific social and technical arrangements at hand.

The paper will review a number of policy cases in which methods/frameworks were developed to explore alternative transition strategies concerning key aspects of the sustainability assignment (mobility, energy, housing, etc.), as part of the systematic effort to work towards a multilayered and cross-sectoral process of project definition. The case-studies will include: the *AWB housing study* Flanders, the *Leidraad Energetische Stedenbouw* Amsterdam, the TOD-project *Stedenbaan* Randstad Holland and the design exercise *50.000 Logements Bordeaux*. In conclusion, the paper will show how these frameworks manage to bring together seemingly incongruent forms of knowledge gained from design precedents (case-based learning), contextual constraints (atlas) and reasoned principles (tools).

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Planning for Fracking on the Barnett Shale: Urban Air Pollution, Improving Health Based Regulation, and the Role of Local Governments

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Keywords: health, risk assessment, air quality monitoring, air quality planning

In the last decade hydraulic fracturing for natural gas has exploded on the Barnett Shale in Texas, now home to the most intensive hydraulic fracturing and gas production activities ever undertaken in urbanized areas. Faced with minimal state and federal regulation, Texas cities are on the front line in the effort to figure out how best to balance industry, land use, and environmental concerns. Using the community experience on the Barnett Shale as a case study, this article focuses on the legal and regulatory framework governing air emissions, and proposes changes to the current regulatory structure.

Under both the state and federal programs, the regulation of hazardous air emissions from gas operations is based largely on questions of cost and available technology. There is no comprehensive cumulative risk assessment to consider the potential impact to public health in urban areas. Drilling rigs are literally pulling up in neighborhoods. Residents living in close proximity to gas operations on the Barnett Shale have voiced serious concerns for their health that have not been comprehensively evaluated. Given the complexity of the science, and the dearth of clear, transparent, and enforceable standards, stretched studies and statistical manipulation have been allowed to provide potentially false assurances.

Determining and applying comprehensive health-based standards for hazardous air pollutants has been largely abandoned at the federal level given uncertainties in the science, difficulties of determining and measuring “safe” levels of toxic pollutants, and potential economic disruption. Neither the State nor the federal government has set enforceable ambient standards. Identifying the possibility of cumulative air pollution problems, the State of California has called upon local governments to identify “hot spots” and to consider air quality issues in their planning and zoning actions. In Texas, however, preemption discussions dominate the analysis. Any local government regulation that might provide protection from toxic air emissions otherwise regulated by the State must be justified by some other public purpose.

Texas should authorize and encourage local level air quality planning and regulation. Care should be taken to separate industrial facilities from sensitive receptors and “hot spots” already burdened with excessive hazardous air emissions. Given the difficulty of the task, the federal and state government should take part in working to establish ambient standards for hazardous air pollutants as well as standards for air health based assessment.

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SESSION 3-3 Growing Needs for Sustainable Urban Water Quality and Quantity Management

The Political Ecology of Water Resources in Chile: *Water Conflicts and Sustainable Water Management*

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Keywords: Chile, water conflicts, water policy and management

The impacts of mining, agriculture and hydroelectricity on water resources as well as water stress associated with climate change are an important challenge for water policy in Chile. The impacts of water scarcity have already been felt, particularly in the Northern and Central arid and semiarid regions of the country (Oyarzún and Oyarzún, 2011). This problem will become more important in the future because of climate change: average temperatures are expected to increase while the availability of water is expected to decrease. Water conflicts have become a highly political issue fought between two opposing views: a private good for profit allocated by market mechanisms versus a public good controlled by local communities (Larraín and Poo, 2010).

This paper explores the vulnerability, impacts, and adaptations to water resource scarcity and socio-political conflicts associated with global climatic change. It presents a policy synthesis of resource management and adaptation planning to water issues and socio-political conflict. It examines the institutional and regulatory challenges that water scarcity poses in four particularly vulnerable areas: mining, agriculture, urban freshwater, and the energy-water nexus. It discusses the environmental effects of accelerated water use for economic development and the political consequences of social unrest due to uneven access to water resources, with case studies that draw on quantitative and qualitative information gathered through surveys, interviews, and literature review.

It argues that the current water policy, which was crafted under a dictatorship and influenced by orthodox neoliberal economic doctrine, does not consider the water rights of local communities and the environment in its framework (Budds, 2009). The country lacks a sustainable water resource management plan to address water issues, has a weak institutional framework that favors water enclosures by the market and ineffective regulation to face its upcoming challenges. Some possible important policies needed to respond to water scarcity include: developing adaptations to water resource stress associated with climate change; strengthening water and glacier regulation laws; enhancing institutional coordination to control water quality and water pollution; and creating an integrated management of water resources including a revision of water rights to re-affirm water as a public common good.

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Water Quality Perceptions vs. Reality: Lessons for Planners

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Keywords: water quality, environmental perceptions, agriculture

Recent attention to surface water quality has produced a large number of environmental planning tools to prevent and mitigate contaminated runoff. In Kansas, USA, for example, watershed groups have developed plans to protect and restore 29 watersheds within the state. Of course, success of these plans and other water quality tools depends on acceptance and support from those whose actions contribute to surface water contamination. As agricultural runoff is a major source of surface water pollution in rural states like Kansas (U.S. EPA), farmers are one group whose involvement is vital (Morton and Weng).

This paper investigates the perceptions Kansas farmers have of area surface water quality. It then compares these perceptions with actual surface water conditions within the state, focusing in particular on the areas represented in the existing watershed plans. The paper asks: do farmer perceptions of water quality match reality? What are the planning implications of potential congruence and/or mismatches among farmer perceptions, water quality conditions, and plan recommendations?

The paper draws on two primary data sources. The first is 150 farmer interviews conducted in Summer 2011. These interviews asked farmers about their perceptions of area surface water quality, and water quality trends in recent years. The second data source is the 29 plans developed in recent years by Kansas watershed groups (Kansas WRAPS). Using NVivo qualitative analysis software, I will examine the interview transcripts for data specific to these 29 watersheds. I will then use content analysis of the watershed plans to consider how closely farmer perceptions match the water quality assessments and planning strategies within the plans. I expect to find that perceptions and reality are most often dissimilar. I will conclude with recommendations as to how planners might address these potential gaps. Such analysis will be useful to maximizing the effectiveness of water quality plans.

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Megacity under Duress: The Challenges of Water Management in Democratic Jakarta, Indonesia

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Since the 1950s as the capital of newly independent Indonesia, Jakarta has been shouldering the burden of modernizing what has become the world's fourth largest nation. The modernization of Jakarta has been relentless drive, initiated by its first president Sukarno, but dominated for more than three decades since the mid-1960s by the Suharto regime. Out of this emerged the modern megacity but serious problems that have merely grown worse as the physical and economic foundations have expanded. In the past two decades, for example, there have been no fewer than seven major floods in Jakarta, each of which has been record setting. The problem of annual flooding is only the most visible manifestation of an overall water management system that cannot sustain the current, let alone the anticipated metropolitan population and the demands of its growing industrial sector. Waste water management, land subsidence caused by excessive extraction of subsurface water (because so much of the surface water is too polluted, and even water shortages despite long rainy seasons, add to the duress of this megacity.

The transition from authoritarian, undemocratic governance system of the Suharto's New Order has given way over the past fourteen years to not only a democratic governance system but one based upon devolving significant new authority to local governments. Since the decentralization legislation of 1999, Jakarta and other Indonesian cities have attempted to respond to the obvious challenges of megacity development, especially in the water sector, but in the face of a far more engaged civil society. Achieving a collective and shared vision of how Jakarta should develop, how it should address the needs of various stakeholders, and how the benefits of modernization can be more widely disseminated, is made both more important but also more difficult to accomplish under the new governance structure. This paper will highlight the interrelationship between water management and planning/governance and how these present both challenges and possibilities for a more humane and healthy democratic megacity in the case of Jakarta, Indonesia within the framework of a more ecologically-sensitive planning process.

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Spatial Planning and Climate Change Adaptation in the Urban Water Supply Sector: Identification of Research Needs

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Keywords: urban water supply, spatial planning, climate change adaptation

We review the current state of knowledge across diverse bodies of literature surrounding climate change adaptation, urban water supply planning and spatial planning. We find that while the potential facilitative role of spatial planning in adapting to climate change, and urban water supply planning, is acknowledged, it seldom occurs in practice. Additionally, there is a paucity of published academic work to progress this important contribution to adaptation. In order to identify future research needs to progress adaptation in this field, we: 1) critically review these diverse bodies of literature, 2) consider spatial planning's potential to achieve climate change adaptation goals in the urban water supply sector, and 3) suggest possible reasons why spatial planning is not well integrated with water supply planning and climate change adaptation.

SESSION 3-4 Land Conservation Capacity and Impacts

Neighborhood Effects of Conservation Easements

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Keywords: conservation easements, land value, municipal property tax, exurban

Conservation easements have flourished over the past thirty years in exurban areas adjacent to rapidly urbanizing areas. Despite ample speculation, no one has empirically shown how the conservation easements are affecting municipal budgets, land uses, and property values, particularly in relation to their conservation biology value. Using a hedonic sales model, Nickerson and Lynch (2001) have examined the effects of farmland preservation through purchase or transfer of development rights on the parcels' land value, showing that they are lower as a result of the preservation. But their findings were not statistically significant, were limited to farmland, and the authors utilized data from only three counties within the state of Maryland (Nickerson & Lynch 2001).

As part of a larger project related to the geography of exurban conservation easements, this research examines the relationship between cumulative conservation easements in rapidly urbanizing areas and adjacent land prices, with implications for county and municipal tax bases. The researchers collected parcel level assessment data from 1997 through 2008 and generated a corresponding GIS database with individual conservation easement data from four counties in two pilot states (Sacramento and Sonoma Counties in California, and Boulder and Mesa Counties in Colorado). Of the four, Boulder County is the only one to use public oversight in the easement placement process.

To determine how the conservation easements are affecting adjacent properties' land values, the researchers created spatial layers of easements adopted by year, with concentric rings of buffers using a similar approach to Immergluck's work on the Atlanta Beltline (Immergluck 2009). Because there are multiple, disperse events in each pilot county with no discrete event from which to measure (e.g. a single year in which all property owners decided to place an easement) and the fact that the easement creation takes years to generate and formalize (depending on the complexity of the conservation easement and the agencies involved), the researchers created a lagged hedonic price model using tax assessor's land value data for the adjacent parcels. The researchers hypothesize that these easements diminish the municipal property tax base and increase raw land prices in the long run. The findings support the critique of a purely neoliberal approach to land conservation, advance theory by quantifying the effects of conservation easements on raw land prices, and argue for local and regional planning oversight in the conservation easement process.

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Sustainable Landuse and Planning on Underused and Unused Lands from a Case Study of Wakayama City, Japan

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Keywords: Underused and Unused Lands (UULs), local characteristics, environmental benefits, Green Infrastructure (GI)

This paper focuses on underused and unused lands (UULs) in terms of local characteristics and environmental benefits, from a case study of Wakayama city, located at peripheral areas in the Osaka City Region. It aims to clarify the present situation of UULs in terms of landscape and town and country planning point of views. Although the definition of previously developed lands (PDLs) in the U.K. exempts land with natural vegetation (Department for Communities and Local Government, 2012), in Japan, it is clearly defined to include UULs with natural vegetation by recognising the potential for local benefits to the public and regional importance on conservation with the necessity to undertake minimal maintenance and management as an area-wide (National Land Council, 2006).

From the results, UULs in Wakayama city are largely represented by parking spaces and vacant lands in halves; and its distribution to be found in concentration around factories and watercourses. The local characteristics can be found that watercourses and industries are creating one of the key features, i.e., timber storage places near sawmills to illustrate traditional industries along the Kino River. It also found informal open spaces, such as natural vegetation on UULs in coordination to be added to a green corridor of Suiken Bank with a Japanese black pine wood, a site of historic interest by Wakayama Prefecture. In terms of fostering local characteristics and improving environmental benefits, UULs may contribute to demonstrate the connection to traditional industries and to create informal open spaces by being potential sites for Green Infrastructure with existing open spaces.

Although the case study area is designated as industrial and exclusively industrial zones, some housing and future development sites can be particularly seen around railway stations due to its accessible locations to public transportations. It may be demonstrating a mismatch of present landuses to an original planning designation, and raising an issue of the difficulty to coordinate landuse transformation and planning policy. For uncertain and changeable future, existences of UULs can be temporal but could also continue to stay long-term with areas in concentration which may contribute to local benefits and regional importance. Therefore, it may be necessary to consider the management and to evaluate present situation including temporal uses with spatial distribution in terms of local characteristics and environmental benefits.

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Research Intersections in Urban Land Use, Conservation Biology and Landscape Ecology: An Annotated Bibliography and Meta-Analysis of Greenway Planning

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Keywords: green infrastructure, biodiversity, habitat loss

In the United States and Canada planners assumed until recently that sufficient greenfield lands have been available for urban and suburban expansion, thus little effort was placed on habitat conservation. Since 1955 there has been a 300% expansion to urban areas through consumption of both farms and natural habitat in order to accommodate a 75% population growth, with the pace of development accelerating every subsequent decade. Planning's business-as-usual model will consume up to 60% of non-federal natural habitat and fragment remaining natural areas in the USA over the next 25 years threatening biodiversity and the survival of one thirds of listed at risk species. Case-in-point - in North Carolina, 1 million acres of forest were lost to urbanization between 1990 and 2004. The introduction of environmental impact assessment (EIA) regulations in the 1970's sought to identify and mitigate negative impacts associated with noxious urban infrastructure projects associated with sprawl (e.g. roads, waste disposal facilities, sewage treatment plants, etc.). However, EIA regulations generally regarded residential and commercial land development as relatively innocuous. As a result of EIA's neglect of general land use planning, natural habitat clearly has not been protected from rapid suburbanization. Hence this research comprises a literature search with the creation an annotated bibliography that explores the body of literature that interfaces between professional land use planning and ecology. Specifically, planning for green infrastructure is examined. The paper is meant to provide a resource for practicing planners and planning academics involved in land use and ecology in terms of identifying research priorities. We examined research directions in the planning literature. Secondly, various environmental journals were examined to identify the nature of research in the ecological sciences that involves land use, with an emphasis on municipalities. This research begins with a background discussion on the seminal environmental research and books that influenced ecological land use planning. An annotated bibliography is provided with an analysis of the themes found within these intersecting bodies of research. The paper concludes with a discussion of the implications of this research and identification of further investigation required.

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SESSION 3-5 Reducing Vulnerability and Improving Risk Assessment Globally

The TURAS Project: Integrating Social-ecological Resilience and Urban Planning



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Keywords: urban planning, resilience, TURAS, municipalities, social ecology

Urban areas and regions face multiple challenges, for example in relation to climate change adaptation and mitigation, natural resources shortage, and unsustainable urban growth. The concept of urban resilience is increasingly discussed as a response to these challenges.

The EU FP7 project TURAS (Transitioning towards Urban Resilience and Sustainability) aims to develop new strategies for spatial planning that build resilience in urban communities, working in partnership with municipalities, academic institutions, and SMEs throughout 11 partner cities or city regions.

This paper aims to demonstrate the potential of the TURAS project to integrate social-ecological resilience and urban planning, and to thereby address core environmental issues in line with a social ecology ethical perspective.

The paper will identify and examine the core concepts supporting the project such as transition, resilience and sustainability, before exploring what the integration of social-ecological resilience and urban planning might mean ethically and in practice. This review will be used to elucidate the challenges, risks and potential of the TURAS project, and to highlight core elements, such as realising the key role of municipalities, the consistent application of resilience thinking, addressing core environmental problems, and forging innovative new partnerships.

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The paper will demonstrate the potential of the TURAS project to address core environmental issues. It is anticipated that the paper will conclude that such a broad project with multiple stakeholders must be carefully controlled and defined, and that adaptive capacity, set in a context of resilience thinking, and with the ultimate goal of maintaining appropriate levels of human wellbeing, social equity and environmental quality, may ultimately provide an effective and successful destination for the transition.

The integration of social-ecological resilience and urban planning, and the results of the TURAS project, have implications for the development of education, policy and practice in the broad range of disciplines involved in spatial practice, impacting on every aspect of modern life including governance, communities, ecology, economics, and humanity's relationship with nature.

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Socio-economic Vulnerability in a Multi-Disciplinary Approach--The Case of the Gulf Coast in the US

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Climate change is impacting cities, especially on coastal areas, and this needs to be addressed by the planning community. According to the National Oceanic And Atmospheric Administration (NOAA 2013), 2012 marked the warmest year on record for the contiguous United States. One possible consequence of this climate change is an acceleration of sea level rise (SLR) and intensification of hurricanes, wave action, and damages, which in turn can lead to future population shifts. The Gulf of Mexico is an example of such pattern (e.g., Irish et al. 2008).

A research team from civil engineering (coastal and environmental and water resources) and planning (legal, environmental and economic development) assembled a three-year research project with funding from NOAA under the SEA GRANT program. The ambitious research involved a technical analysis of climate change and water issues and an assessment of their impact on three metropolitan statistical areas (MSA) in the Gulf Coast: Corpus Christi (Texas), Gulfport (Mississippi) and Panama City (Florida).

While the overall research is more ambitious, this paper will show the analysis for the MSA of Corpus Christi, Texas, for which results will be ready. Specifically, it will focus, first, on the analysis of the social vulnerability index (SVI) and the incorporation of physical and economic responses to future hurricane conditions along the city; the SVI includes Census block data as socio-economic, land use, ecological characteristics, and stakeholder groups. The block level allows better capturing how both the inundated areas and that surrounding it within the MSA will be affected. Further, this detailed data is crossed with the estimated flooded area the Surge Response Function Zones.

The crossing of physical and social and economic data at the block level is then used to calculate a composite vulnerability index (CVI). Through this index block groups are classified and ranked according to the risk probability of flooding in coastal areas. Both the SVI and the CVI are GIS based in order to include plausible scenarios developed by local identified stakeholders in each of the metropolitan areas.

The expected outcome of this analysis is a better understanding of how communities and regions are affected by sea level rise. We will be able to identify, at the census block level, the most vulnerable areas both physically and socially. Consequently planners, policy makers and public in general may adapt, mitigate and implement resiliency measures to confront the incremental threat of sea level rise.

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Flood Risk and Adaptive Planning

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Keywords: resilience, climate change, floods

Due to climate change, the relation between human settlements and natural hazards increasingly gains attention from researchers and policy makers. Although natural hazards have always existed, our ability to cope with extreme weather-related events still seems to be limited. Based on literature, this paper aims to explore how planning practice can deal with natural hazards in general, and flooding in particular, in the context of climate and societal change.

We can rely on a long tradition of research on risk mitigation for natural hazards. A shift can be noted from a safety approach, mainly implemented through infrastructural measures, to a more risk-oriented approach with multi-layered, non-structural strategies. However, climate change and a changing societal context challenge these practices. The climate change adaptation discourse deals with these challenges, although the notions of adaptation and adaptability are in this context conceived quite narrow, relying on and referring back to practices from natural hazards risk management. Besides, a shift in the understanding of spatial systems, with notions such as complexity, co-evolution and adaptive management, has led to new approaches with the emergence of concepts such as resilience and adaptive capacity, which deal with the uncertain nature of extreme events. However, the precise meaning and operationalization of these concepts is still unclear.

The first part reviews the existing frameworks on flood risk management arising from various approaches, i.e. natural hazards risk management, climate change adaptation and spatial resilience. Against this background of current practices and emerging ideas, a broader understanding of adaptability is pursued through literature review in related sciences and research fields, leading to an adaptive planning approach. The second part discusses the main elements and characteristics, both concerning process and interventions, of such an adaptive planning approach for natural hazards risk management in the light of climate change. A central theme is the (autonomous) adaptive capacity of communities to extreme events, and how to enhance this. As such it is a base for adaptive planning as an operational framework for innovative empirical research.

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Session 3-16 Climate Change Integration into Decision-Making and Planning Practice

Integrating Climate Change into Cities' Planning Practices – An Institutional Analysis

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Keywords: climate change planning, integration, governance

Cities rather than national governments take the lead in acting on climate change (CC) and have voluntarily created CC plans to prevent and prepare for the effects of CC. Initial evaluation of climate change planning practices shows that implementation of climate change activities is insufficient due to issues of institutional capacity in terms of coordination between different levels of government, sufficient knowledge among key actors, internal institutional dynamics of local governments, and human and financial resources (Agrawal et al., 2012, Bulkeley, 2010). Institutional dynamics characterise 'tensions within and between interactions' (Kooiman, 2010: p.232). The reasons for this scarcity in practice are limited to general explanations in the literature, and studies focused on explaining the constraints on CC planning at the local level are absent. To understand these constraints, this research based on a PhD thesis investigates the institutional dynamics that influence the process of the integration of CC into planning practices at the local level in Denmark. The examination of integration is twofold: the integration of CC into existing plans and processes, and the integration of CC plans as a new planning area into city administrations. The articles' areas of investigation take as their point of departure three planning areas that serve as planning tools for CC integration: CC planning, municipal spatial planning and strategic environmental assessment (SEA). The research concludes that the characteristics of CC governance are shaped locally through normative and cultural-cognitive mechanisms and strategies for building legitimacy in the integration process. Integration across sectoral departments in the city administration is found to be constrained by existing structures which officials have to navigate to create legitimacy for CC actions. The potential for using existing planning tools for CC integration has not been fully exploited, and CC planning is instead perceived as an explorative area, where institutional entrepreneurs create windows for action through the establishment of local networks. The thesis contributes knowledge on the constraints of the internal integration process in city governments. It provides explanations of why these constraints occur, and how officials seek to overcome them. The research provides explanations of the emergence of local networks between city governments and local businesses and it contributes a local perspective to the research area of CC as a multilevel governance issue.

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Development of Environmental Considerations in Planning: The Öresund Bridge Case

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Keywords: environmental considerations, environmental impact assessment, Öresund bridge, decision making, sustainability

Since the emergence of planning in the modern era, considerations of environmental impacts and consequences have, in differing ways and to different extent, been included in the decision-making processes relating to planning. However, the understanding of what constitutes 'the environment' has changed over time. This paper examines which environmental considerations have been included – and how – in the planning of a large-scale transport infrastructure case in Scandinavia, the Öresund Bridge between Sweden and Denmark. In doing this, the paper also discusses how the understanding of concept of 'the environment' has developed and changed over time and which planning ideas and ideals can be identified at different points in time. The paper is based on an analysis of the official public sector plans and planning documents in Sweden relating to the Öresund Bridge over four decades up to and including the final decision to construct the bridge in 1991.

The paper finds that, due to the influence of, *inter alia*, Environmental Impact Assessment requirements, planning moved from an understanding of environmental concerns as *one* aspect of a larger set of planning considerations towards a situation where planning concerns became subject to a concern of the project's environmental *acceptability*. At the same time, the understanding of 'the environment' broadened from a narrow focus of rational land-use allocation, to a wider view of 'the environment' as a resource and a pollution sink.

The paper also argues that a deeper understanding of how 'the environment' is understood differently in differing planning and decision-making contexts is central for a critical understanding of the sustainability concept in planning.

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Planning for Adaptation in an Uncertainty Setting: Local Government Action in Canada

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Keywords: Canada, local government, adaptation planning, planning policy, infrastructure, British Columbia

Canada is a major producer of global greenhouse gasses. But when it comes to addressing its contribution to global climate change the country has a problematic and conflicted history. Despite the likely impacts of climate change on many Canadian regions there is no national strategy for funding local adaptation. In an uncertainty setting, marked by the absence of comprehensive federal programs, local and provincial governments have emerged as the most important level of government for adaptation planning.

The National Municipal Adaptation Project (NMAP) has completed a national survey which provides a portrait of the state of planning for adaptation and associated resiliency in Canadian local governments. The NMAP research explores the policy context that has helped create the adaptation policy and program deficit and the resultant impacts on infrastructure planning and the ability of local governments to respond to adaptation needs. The extent to which Canada's local governments understand adaptation and are integrating adaptation and resiliency themes into their planning policies is highly variable. We discuss why some local governments are engaged in adaptation planning and others are not, and the important roles that diverse provincial and federal policies (or the absence thereof) play in local planning capacities.

Local and provincial policies and provincial funding sources are emerging as the most important sources of support for local governments. Local governments have sought explicit guidance, specific and predictive climate change information, and infrastructure funding support from senior governments. But these have been difficult to obtain on a consistent basis. Federal support is variable, ad hoc, and mostly centered on providing advice or examples of best practice.

This presentation not only outlines the state of local government adaptation planning in Canada, it also examines policy deficits and the knowledge and leadership challenges that adaptation planning faces. Specific examples of innovation in adaptation planning will be drawn from British Columbia. Comparative and descriptive data are summarized from the NMAP survey and the respective roles of senior governments are examined. The resulting image points to the importance of municipal governments in advancing the adaptation discourse and implementing needed change.

A Collaborative Approach towards a Consensus Based Vulnerability Assessment to Climate Change in Germany

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Keywords: climate change, vulnerability, resilience, discourse

The gap between scientific output and policy demand has often been described (see for example Weichselgartner & Kasperson 2010). This paper proposes a collaborative approach towards an integrated vulnerability assessment to climate change in Germany which tries to bridge this gap. Conceptually it follows the definition of vulnerability as used by the IPCC (Parry et al 2007, Füssel and Klein 2006), whilst acknowledging the validity of other concepts of vulnerability and the synergies between adaptation to climate change on the one and disaster risk management on the other hand (Field et al. 2012, Costa and Cropp 2012). The basic concept of the IPCC was modified in order to make clear the interdependency between climate change and a given time frame and the relevance of changing socio-economic conditions which influence the sensitivity of the society in the future.

This assessment serves as official evidence basis for the implementation of the German Adaptation Strategy and further adaptation actions to be taken by the different federal ministries in Germany. Thus, all relevant federal agencies (16 all in all) are represented in the network vulnerability ("Netzwerk Vulnerabilität"). The network as a whole has been responsible for all normative issues, such as agreement on methodological framework, selection and prioritisation of cause-effect chains, weighting of indicators, selection of socio-economic scenarios etc. Commonly accepted results, achieved in cooperation with those authorities which are responsible for adaptation on the ground, are much better implementable, because they are understood and accepted by the addressees of the vulnerability assessment itself which is still done by science. Moreover, consensus building is seen as a methodological concept for tackling uncertainty (IRGC 2005, Greiving and Fleischhauer 2012).

The paper concentrates on the chosen methodological framework, the collaborative research design and those preliminary results of the nationwide vulnerability assessment which are easily transferable to other settings.

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SESSION 3-6 Social Transformation in Response to Extreme Events and Restoration of Vulnerable Areas

The Relationship between Place Attachment, Memory, and Resiliency: The Case of Post-Katrina New Orleans

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Keywords: resilience, Hurricane Katrina, New Orleans

There are different types of disasters, they can be human-triggered, natural, or hybrid; exploring the nature and what causes disasters is beyond the scope of this research and the focus here is on one disaster: Hurricane Katrina that hit the city of New Orleans in August 2005. The consequences of Hurricane Katrina on the local community and the environment are the prime interest of this paper. Therefore, the following topics are addressed: disasters and their impact on people, relationship between vulnerability and resilience, the role of memory in increasing resilience, and the strong bonds that exist between people and their environment (informal social networks).

Vulnerability is of importance when talking about disasters because it encapsulates the impact of these events on the people and their environment. When it comes to resilience, memory becomes a key issue in helping people recover after a disaster as they use it to remember lost ones, or to relive their memories of the past (Colten and Sumpter, 2009). Furthermore, home and place attachment become crucial as they reflect upon the identity of the people inhabiting a certain space (Chamlee-Wright and Storr, 2009).

Consequently, the purpose in this research study is threefold: first, to shed the light on the urban concepts that can affect a resilient community rebuilding; i.e. the relationship between vulnerability and resilience. Second, to relate this relationship to social concepts in order to help in the creation of resilient urban communities through a better understanding of the cultural landscape and the role that: memory, place attachment, and informal social networks play in the case of New Orleans, after Hurricane Katrina. Third, to investigate whether or not the residents are more resilient than prior to the hurricane, while using a mixed method research design with qualitative and quantitative data (Cresswell and Plano Clark, 2007). For the qualitative data, a total of 28 interviews have been conducted focusing on locals who either stayed or returned to the city after the disaster, with non-profit representatives, with urban planners, and with city officials. For the quantitative data, maps have been collected, census tract numbers (US Census Bureau), and statistics (Greater New Orleans Census Data Center) reflecting where the city was before the hurricane and where it is now, 7 years after.

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Should We Stay or Should We Go Now: Post-Hurricane Sandy

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Keywords: Hurricane Sandy, retreat, relocation

This study investigates a dilemma whether to rebuild or retreat from the areas devastated by October 2012 superstorm Sandy. According to New Jersey Governor's Office, this event damaged 346,000 homes of which 22,000 were rendered uninhabitable within their jurisdiction (Smith 2013). In the aftermath, New York Governor Andrew Cuomo admitted that the state is facing a "massive housing problem" and still does not have a solution how to accommodate 30,000-40,000 residents who lost their homes (Shoichet 2012). This disaster indicates what may become a major issue in densely populated coastal centers whose unsustainable development and land use pattern dictate their inherently low resilience to coastal hazards. Ideally, affected communities should recognize this window of opportunity to reverse said trends, establish realistic linkages between risks and development, and realign their adaptation strategies. Rebuilding may expose communities to repetitive damages, undermine full recovery, and waste limited budgets.

The main objective of this paper is to identify conditions under which relocation can be perceived and/or promoted as a more viable option than reconstruction in areas affected by Hurricane Sandy. This study utilizes methodological triangulation to validate arguments and assumptions presented in this paper. First, it employs ESRI/FEMA data to identify how many households affected by Sandy's storm surge and also at the risk of recurrent events and future sea level rise (USGS, NOAA), might be facing decision to rebuild or relocate. Second, it analyzes currently considered responses by local government and residents evident from documents, media reports, and interviews. Finally, the paper reflects on observations from Hurricane Katrina population shifts and displacement obtained from FEMA and census records and relates them to Sandy disaster. This discussion contributes to the planning practice by fostering dialogue on permanent relocation and its early inclusion in portfolio of adaptation measures. Down the road, decision-makers will have to accommodate climate-induced population shifts, respond to the growing demand for assistance, and offer institutional and financial support for transfer of property and infrastructure (Martin 2010).

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Sustainable Corridor Design Portfolio: Mid-Michigan, USA Program for Greater Sustainability

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Keywords: sustainability, regional resilience, assessment

Poster's objective(s): 1) Explain the Mid-Michigan, USA Program for Greater Sustainability funded through a \$3 million HUD Sustainable Communities Planning Grant; 2) Discuss the approach and methodologies used to interconnect environment, energy, climate change and land use in a regional planning context; 3) identify sustainability assessment tools and innovative techniques used to make Mid-Michigan into a 21st century model of sustainability.

Context; central theme or hypothesis: The Mid-Michigan Program for Greater Sustainability, through its regional planning agency, was awarded \$3 Million beginning in 2012 by the US Department of Housing and Urban Development (HUD) to integrate housing, land-use, economic and workforce development, transportation, and infrastructure development in a comprehensive and inclusive manner. The poster will highlight how an interdisciplinary integration of regional sustainable community initiatives can transform declines in population, employment and fiscal capacity while improving economic opportunity, social equity, and environmental quality.

Methodology: The project involves the regions 'main street', a 19-mile corridor stretching from the Lansing, Michigan Capital eastward, with over 1.7 million transit trips annually. The applied research involves developing a best practice toolkit to educate citizens and local officials, and developers on sustainable planning practices such as Complete Streets, Transit Oriented Design, housing access and affordability, greenhouse gas reduction, and green infrastructure. The use of a sustainability and green development audit tool will also be discussed that provides a baseline score for communities used to measure progress in achieving sustainable and green development.

Expected outcomes: Through support from the HUD Sustainable Communities Planning Grant, the project will demonstrate how a region can transform into a 21st century model of sustainability using assessment tools and integrated approaches.

Relevance of the work to planning education, practice or scholarship: The results will demonstrate how collaborative regional planning efforts result in innovative master planning, shared services, housing support and redevelopment programs, increased bikable, walkable, and healthy communities initiatives, and efforts to address climate change, and energy efficiency.

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Session 3-17 Public Roles in Climate Adaptation Strategies

The Importance of Public Climate Change Perceptions for the Successful Implementation of Mitigation and Adaptation Planning Strategies to Improve Resiliency

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Keywords: public perception, global climate change, adaptation, mitigation, renewable energy

Global climate change is among the most important issue of the 21st century. Adaptation and mitigation of climate change is one of the biggest planning challenges scientists, decision makers, planners, and the general public face today and in the near future. In this context urban planning is receiving increasing attention as an instrument to change urban form, energy consumption in the transportation and building sectors, and increasing the resiliency of urban environments. Considering the complexity, uncertainties, and scale of possible climate change impacts, there is agreement that urban planning has the capacity to facilitate the development and implementation of adaptation as well as mitigation strategies (APA, 2008). The land use planning system provides the framework to reduce GHG emissions and increase resiliency (IPCC 2007; APA 2008).

However, designed adaptation and mitigation strategies do not guarantee success in coping with global climate change (Handmer, 2003). The way the public processes information, how they perceive threats and other additional issues has a significant effect on how and to what degree mitigation and adaptation strategies are supported. Planning can play an important role in impacting public behavior, thus slowing the pace of climate change and allowing the development and implementation of adaptation measurements.

Using empirical data, this paper presents results from a larger global study focusing on the public's attitudes, the perceived level of concern and threat regarding climate change, as well as the level of support towards mitigation and adaptation policies in nine different countries. The purpose of this paper is two-fold: First, to understand the nature of public perceptions of global climate change in different countries and over time; and secondly, to gauge the public's support of resiliency measures in terms of mitigation and adaptation. In particular this paper explores the public perceptions in Spain, Netherlands, United Kingdom, and Germany and provides recommendations to improve risk communication and public policy support for planning strategies in a European and national context.

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Coping with Climate Change Induced Floods in Natete, An Informal Settlement In Kampala, Uganda

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Keywords: vulnerabilities, coping strategy, resilience

Kampala's population at 2002 was 1,189,142 people. Six years later in 2008, Uganda bureau of statistics (UBOS) estimated the population to be 1,420,200 and mid, 2011 it estimated population to be 1,659,600. Out of this population, about 70% live in informal settlements and over 45% of this area is prone to floods Lwasa 2010. Climate change in Kampala is largely seen in terms of floods and local authorities have the potential to influence the causes of climate change and to find how to protect themselves from its effects.

Local communities try to adjust to these effects using local innovation and technological input. Some of these coping measures can however assist families in the short-term and cannot deal with increased and more severe shocks. Whether these measures can be significant in building long term resilient strategies is a question of this research.

Despite this, there is limited knowledge and debate about climate change in Kampala, its impacts and green house gas emissions. There is a Low level of awareness on climate change issues; and insufficient information dissemination on the existing indigenous adaptation knowledge. This study fills the information gap regarding what vulnerabilities of informal settlements to floods? What coping strategies commanded by local communities to enhance climate change resilience in Kampala city? And what strategies can be used to cope to floods in order to build resilience?

Experience with these strategies need to be shared among communities, although it will be necessary to take into account that some of these techniques may need to be adjusted to deal with additional climate risks associated with climate change. Communities are resilient if the household capacity, neighborhood setting and livelihood strategies would permit adjustment to flooding shock and hazards.

This study is being conducted in Natete informal settlement in suburb of Kampala city and the reasons for this case selection include, frequent flooding since the study tries to look at floods, trends showed frequency of flooding growing over the years, it is an informal settlement, no such kind of study has been done in Natete specifically and the settlement falls within one of the catchment areas of 2001 Kampala drainage master plan.

The study methodology is qualitative where I will acquire knowledge through interaction with key informants, observation and interviews because these are instrumental when understanding and analyzing people's actions, meanings and situations

The outcome are coping strategies to climate change induced floods that require local knowledge, local competence and local capacity within local governments as generated by locally which policy makers and implementers can build on in shedding light to different vulnerabilities and adaptive capacity that will accelerate local resilience.

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Adapting to Climate Change in Coastal Dar Es Salaam

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Keywords: climate change, adaptation, Sub-Saharan cities

Following the finalization of the National Adaptation Programme of Action in 2007, an EU funded project has been launched in Dar es Salaam involving local government authorities (LGAs) in the preparation of Local Adaptation Plans of Action (LAPAs) for the peri-urban neighbourhoods located on the coastal plain.

The main challenge the project aims to address is to develop appropriate methodologies for planning adaption initiatives in the field of Urban Development and Environment Management (UDEM). To achieve this, a few assumptions were made.

Firstly, LAPAs are likely to be ineffective unless the “gap between planning and implementation” affecting most UDEM initiatives in African cities (Friedman, 2005) is acknowledged and tackled accordingly. Consequently, rather than preparing additional plans, the decision was made to mainstream adaptation into existing UDEM strategies while considering the demand for adaptation as an opportunity to enhance their effectiveness.

Secondly, evidences from Sub-Saharan cities show the relentless effort of people to cope with environmental change (Simon, 2010), acting autonomously from and sometimes at odds with the LGAs. Due to their strong dependence on natural resources, urban and especially peri-urban households have adopted a variety of practices to protect their livelihood strategies or gradually modified them to adapt to environmental changes. We assume households’ knowledge and expertise as an asset to LGAs in enhancing their UDEM strategies while mainstreaming adaptation objectives.

As for the latters, a participatory process using Auguste Boal’s forum theatre technique has been developed in order to define objectives that are relevant to people’s needs and future aspirations along with realistically addressable by LGAs. This bottom-up approach responds to both the requirements to value people’s knowledge and experience and to cope with the unpredictability of climate change impacts. Indeed, even if it were possible to downscale global climate models in an effective way, our inability “to overcome the inherent indeterminacy in human affairs” would remain (Oldfield, 2005).

After illustrating the concept framework developed by the Italian-Tanzanian joint research team, the paper will provide an overview of results achieved to date while highlighting open issues related to possible pathways for dealing with uncertainty in planning.

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SESSION 3-7 Urban Flood Resilience

Towards Smarter Flood Resilience: Integrating Innovation into Planning Practice

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Keywords: flooding, innovation, resilience, risk management

The impermeability of urbanised areas combines with inadequate drainage systems and climate change-induced storm events to result in a mounting number of people and properties considered to be at risk of flooding. This looms large in most EU countries and is a problem that large scale defences cannot solve alone. Consequently, contemporary flood risk management advocates 'living with water'; dispersing responsibility amongst a range of agencies and where resilience, as opposed to resistance, becomes the operative idiom (White, forthcoming).

The EU Floods Directive (Directive 2007/60/EC) aims to reduce and manage these risks but resilience is considered only to the extent of intervention by emergency services. To this, small-scale, adaptive technologies – from automatic door guards and 'smart' air bricks - continue to be innovated and hold the potential to manage the uncertainty around flood risk *before* an event occurs. However, the translation from innovation into practice depends upon the integration of new technologies into both flood risk management and the urban development process. Transition theory argues that technologies are initially resisted at the level of institutions, technical systems, culture, and legislation, which are path-dependent and require reinforcement in social, cultural, economic and technical domains (De Graaf 2009; Simmie 2012).

The EU FP7-funded SMARTeST project involved partners from across the European Union (www.floodresilience.eu) to investigate the 'Route to Market' for innovative flood protection technologies and their integration into planning practices. This paper draws on both the socio-technical innovation literature and research undertaken as part of SMARTeST in order to explore the variety of barriers that inhibit the uptake of these new flood technologies. Through an English case study, we demonstrate the making of best practice guidance in the absence of regulation, in order to integrate innovative flood technologies as part of a wider flood risk management system that can improve community resilience even where the risks cannot be quantified.

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A Strategy-based Framework for Assessing the Flood Resilience of Cities – A Hamburg Case Study

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Keywords: resilience strategies, resilient cities, climate change, flood risk

The main objective of this paper is to present a strategy-based framework for establishing flood resilient cities. This is urgently needed since the number of damaging flood events has globally increased throughout the last century. Expected climate changes will likely add to future flood risk. Particularly cities are at risk. Urban vulnerability towards flooding is even exacerbated by a global trend of continuous urban growth and a lack of conscientious planning.

Though the resilience concept is widely acknowledged as a way to tackle such risks and uncertainties, it still remains a rather abstract and multi-interpretable concept. Worldwide, policy and decision-makers are struggling with its implementation. Therefore, the paper first explores what a flood resilient city actually is, considering robustness, adaptability, and transformability as the three key-dimensions of resilience (Galderisi et al. 2010). Second, the paper argues that a more holistic view on strategy-making may help to implement the resilience concept in flood risk management and urban planning. Following Hutter (2006), a strategy encompasses three dimensions: content, process and context. Based on a literature review the paper develops a framework with criteria and indicators for each dimension, pointing at some essential requirements for a flood resilient city:

- A consistent combination of resilience measures and policy instruments addressing all phases of a flood disaster (pre-flood, during flood, after flood, long-term recovery).
- A joint effort of flood risk management, urban planning and disaster management.
- High levels of political and social awareness for flood risk, including the willingness to implement resilience measures in policy-making as well as to take precautionary measures by citizens themselves.

This strategy-based framework offers a new methodological approach for analyzing the current state of resilience strategies in cities endangered by flood risk. This will be illustrated with a case study on Rotterdam. Rotterdam's location in the low-lying Rhine-Maas-Scheldt delta and its ambitious effort to be climate and flood proof by 2025 make it an interesting case to study. Based on an in-depth document analysis and interviews with key stakeholders, strengths and weaknesses will be identified and suggestions will be made where Rotterdam can improve to become flood resilient.

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Adaptation to Flooding in Urban Areas: An Economic Analysis

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Keywords: climate change, adaptation, urban

New Orleans and Bangkok offer two vivid examples of major urban areas impacted in recent years by massive inundations of floodwaters. The advent of climate change promises to encroach upon many more cities; yet urban planners, infrastructure planners and other policy makers lack a clear and consistent framework for analysing the costs and benefits of alternative modes of adaptation. This paper offers a primer on the economic analysis of three distinct modes of adaptation, with a view to assisting planners in determining the best course of action for their respective cities. The first mode of adaptation entails physical modifications to the environment through building of dikes, levees, canals, and installation of pumping stations and related infrastructure. The second mode of adaptation is to modify land uses, and in particular to locate or relocate vulnerable resident populations and businesses away from flood-prone areas. The third type of response is to concentrate more efforts on clean up and recovery after the fact rather than on prevention or avoidance. The cost-benefit calculus of each response mode will vary from one place to the next. Our analysis is designed to help planners determine which of these three adaptive responses to urban flooding are best suited to their own local circumstances.

Session 3-18 Spatial Planning and Modelling for Adaptation to Climate Change 1

Evidence and Spatial Planning for Sustainable Development: A Model for Spatially Allocating Material Flows

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Keywords: spatial planning, material flow analysis, sustainability, GIS

The aspiration the spatial planning should act as the main coordinating function for the transition to a sustainable society is grounded on the assumption that it is capable of incorporating both a strong evidence base of environmental accounting for policy, coupled with opportunities for open, deliberative decision-making. While there are a number of increasingly sophisticated methods (such as material flow analysis and ecological footprinting) that can be used to longitudinally determine the impact of policy, there are fewer that can provide a robust spatial assessment of sustainability policy. In this paper, we introduce the Spatial Allocation of Material Flow Analysis (SAMFA) model, which uses the concept of socio-economic metabolism to extrapolate the impact of local consumption patterns that may occur as a result of the local spatial planning process at multiple spatial levels. The initial application the SAMFA model is based on County Kildare in the Republic of Ireland, through spatial temporal simulation and visualisation of construction material flows and associated energy use in the housing sector. Thus, while we focus on an Ireland case study, the model is applicable to spatial planning and sustainability research more generally. Through the development and evaluation of alternative scenarios, the model appears to be successful in its prediction of the cumulative resource and energy impacts arising from consumption and development patterns. This leads to some important insights in relation to the differential spatial distribution of disaggregated allocation of material balance and energy use, for example that rural areas have greater resource accumulation (and are therefore in a sense “less sustainable”) than urban areas, confirming that rural housing in Ireland is both more material and energy intensive. This therefore has the potential to identify hotspots of higher material and energy use, which can be addressed through targeted planning initiatives or focussed community engagement. Furthermore, due to the ability of the model to allow manipulation of different policy criteria (increased density, urban conservation etc), it can also act as an effective basis for multi-stakeholder engagement.

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Ways of Adapting to Climate Change: The 'Adaptation Hierarchy' as Guiding Spatial Planning Principle

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Keywords: strategic planning, adaptation measures, Stockholm

This paper presents an analysis of the process of adapting to climate change in the city of Stockholm (Sweden). Adaptation to climate change has been framed as a central task for urban and regional planning (Davoudi et al. 2009; Dawson et al. 2009). What is currently lacking however, is a profound empirical base of existing urban adaptation practices (Van Nieuwaal et al. 2009). By critically reflecting on such practices, we contribute to this empirical base and by introducing the 'adaptation hierarchy' we try to find possible ways to overcome observed constraints in these practices.

Following Hecht (2009), we distinguish three ways of adaptation: spatial adaptation (including relocating), technical measures and adjusting behaviour. We argue that these ways have a chronological order, as they are subject to subsequent stages of spatial planning. Spatial and technical adaptation can be dealt with during the strategic city planning stage, whereas detailed planning mainly deals with technical adaptation. Behavioural changes are dealt with throughout all stages. We base our findings on extensive document analysis and semi-structured interviews conducted with practitioners in the fields of spatial planning and environmental protection within the city administration of Stockholm.

We have found that the City of Stockholm almost entirely relies on technical adaptation measures. Spatial adaptation and behavioural aspects are nearly absent in the planning documents and the discourse of adaptation in the City of Stockholm. Most practitioners explain this by referring to conflicts between short term interests and the long term vulnerabilities to the effects of climate change and a lacking legal framework to deal with adaptation in the early, strategic planning stages. We however argue that the current legislation already offers sufficient opportunities, and that a legal framework may ensure that spatial planners take adaptation to climate change into consideration; whereas it does not ensure that the more important spatial decisions are taken.

To overcome these constraints, we argue that it is important to offer more content related guidelines for adaptation, instead of a legal framework. As such, following the principle of the mitigation hierarchy (McKenney and Kiesecker 2009), we propose to introduce the principle of the "*adaptation hierarchy*", prioritising the ways of adaptation as follows: (1) spatial adaptation, (2) technical adaptation and (3) adjusting behaviour. The adaptation hierarchy stresses the importance of assessing all ways of adaptation through all planning stages.

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The Complexity of Interrelationships between Climate Mitigation and Adaptation in Spatial Planning

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Keywords: climate change mitigation, climate change adaptation, interrelationships, complexity theory

Climate mitigation and adaptation have been topics of discussions in the area of spatial planning for the last two decades. Only recently, the potential interrelationships between mitigation and adaptation have become an important research field, particularly since the publication of the IPCC Fourth Assessment Report (Klein, et al. 2007, pp. 747-749). Dealing with mitigation and adaptation are only two out of several action fields in planning practice. Successes and failures are often connected with intensive preliminary considerations. Seeing planning from a complexity theory background, an increasing number of action fields and their partly non-transparent interrelationships are enhancing the complexity of decision making situations that planners have to deal with (Manson 2001, p. 406). A substantial methodological analysis of the state of the art, as well as a decision support tool, can help to foster the rationality of decisions. But to date, there has been no published literature on methodological approaches, and hence empirical research on the interrelationships in the field of spatial planning.

This paper is focusing on these knowledge gaps. It will offer a methodological approach as well as first empirical findings. Based on a three-module approach the paper analyses how planners would estimate potential interrelationships between mitigation and adaptation. Using a Cross-Impact-Matrix for evaluating the impacts between the measures (Vester 1991, pp. 142-146) allows creating regional "Impact Maps". Using the selected weight related components from the Analytical Hierarchy Process allows creating regional "Relevance Maps" (Saaty 2008, p. 83), which takes into account that in planning practice the importance for several measures varies from planner to planner, and region to region (Birkmann, et al. 2010, p. 9). The combination of impact and relevance from each region enables drawing conclusions on possible interrelationships, expressed in "Interactions Maps". A comparison of these maps expounds differences and similarities which help to identify if there are any predefined categories of interrelationships, and what could be determining preconditions. Based on the outcomes, new planning guidelines can be given, which incorporate possible interrelationships and support resource management through revealing conflicting and synergistic measures.

As a result the paper addresses questions such as how to make planning decisions more rational and reduce the complexity of planning practice. From a scientific perspective the paper will give an interpretation of mitigation and adaptation against the background of complexity theory.

Presentation will cover a discussion on empirical outcomes of a survey, as well as first conclusions concerning existing interrelationships.

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“Climate Zoning Planning” for Resilient Cities--Integration of Climatic Action Plans in the Urban Planning System of Germany

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Keywords: integrated climatic concepts, energy efficient cities, methods for energetic analysis

Because of climate change cities need sustainable energy and climate action plans to reduce their vulnerability of energy scarcity and to reduce carbon emission – as a part of a comprehensive strategy and not only the result of project-oriented measures. But these new climate action plans are often without a comprehensible method and are seldom connected with other issues of urban development, which can have an indirect impact on climate policy. As Germany has a comprehensive planning system of Zoning Planning (“Bauleitplanung”) for cities, the new climate action plans can be systematically and methodical connected with urban development strategies, also as part of the general “Urban Development Policy” formulated in the Leipzig Charter of European Union 2007.

Climate action plans are already developed for different cities of Germany: for example the “Integrated Energy and Climate Action Plan” of Leipzig or the “Ecology Guideline –Part: Climate Change and Protection” of Munich. These strategic approaches on the urban level should have similar examination topics for the existing building stock: reduction of CO₂ emission through energy consumption (especially in heating), energetic modernisation of buildings, and energy supply with renewable energy sources – with comparable methods for each city level. But an efficient implementation for the building sites can only be achieved through the integration of the climate concepts into regulated land use plans, wherein energy measures must be balanced with the social and economic issues of accessibility and equity of energy service provision.

As the key characteristics of the so called “Climate Zoning Plan” can be summarized: all energy sources and energy related modernisations should be considered as a whole system, energy conservation, energy efficiency and energy demand need to be implemented in the planning system as a comprehensive strategy. For the Climate Zoning Plan there are developed comparable methods, which combine technical and planning approaches. The presentation will highlight elaboration approaches for energy efficient urban modernisation and the identification of methodical criteria for different planning levels. This strategy was prepared within the framework of the research projects “National Urban Development Policy of Leipzig Charta” and “EnSURE” (Energy Savings in Urban Quarters through Rehabilitation and New Ways of Energy Supply), with case studies for the cities of Munich and Ludwigsburg, which have already integrated energetic aspects in their planning system.

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Sessions 3-19 Spatial Planning and Modeling for Adaptation to Climate Change 2

The Effects of Built-up Valley Areas on Urban Climate

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Keywords: urban climate, heat island, urban planning

While population of 23 cities in the world is over 10 million today, it is predicted that number of these cities will approximate to 40 in coming 10 years. Due to changing understanding of urbanization and consumption and also effects of global climate change, damaged urban climate presents climatic behaviours being opposite to people's comfort conditions and gives fatal results. In the city centers, degenerate texture of vegetation and increase of sun proof and dark surfaces create an increasing effect on this warming by enhancing absorption of heat.

Similar to global warming, areas affected by urban warming also influences air quality and human health. In fact, it is foreseen that the temperature will rise between 1.9°C and 3.5°C for the next century because of global warming, but today measurements in highly urbanized areas demonstrate that there is a warming between 3.3°C and 4.4°C compared to surrounding regions.

Today future studies for Istanbul which is one of the most crowded 23th cities in the world and is developing rapidly have great importance. Increasing disorganized and cursory structure of urbanization disrupts the urban environment.

It has been identified that there were increases changing between 1.5-3°C in the average temperature of Istanbul between 2000-2009 compared to between 1975-1990. It is expected that the climatic nature of Istanbul will change much more dramatically because of the increase of artificial surfaces and destruction and decrease of forests in Istanbul. The aim of this paper is to obtain relations among the heat changes and residential tissue in the rapidly changing and developing Istanbul metropolitan area.

In this study, concentrated heat island regions have been identified and their morphological and topographical properties have been compared by using remote sensing and GIS techniques. According to results, in generally urban heat islands were occurred in built-up valley areas. Increasing the densely built-up area in valleys which are the natural ventilation areas has been caused to an increase in temperatures due to obstruct wind flows. In urban areas temperature has changed up to 2.9°C according to built-up ratio, but in valleys this has changed up to 3.4°C.

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The Use of Urban Climatology in Local Climate Change Strategies: A Comparative Perspective

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Keywords: urban climatology, climate change, local public policy

Attention to the methodological and institutional practicalities of collaboration across the domains of climate science, urbanism and governance is growing. This paper approaches these topics from an unfamiliar angle, not from the large-scale impacts of climate change but rather focuses on the anthropogenic effects that occur within and around the immediate built environment of urban areas. To date, understandings of climate change have been heavily influenced by macroclimatic modelling and the far from simple problems of down-scaling to the urban context. Less has been made of the models and data requirements for climatic analysis at the urban scale, and the contribution of such analysis to adaptation strategy. The microclimates of human settlements are determined ecologically by the interaction of regional weather with local physical topography, the three-dimensional configuration of buildings and spaces, and human behaviour within them. Each place has its own unique pattern, visible only at a high level of resolution. Interpretation is particularly dependent upon local observation and analytical capacity. As such, the factors that determine human thermal comfort are significantly affected by the form of the city, by its urban design. But whereas the significance of indoor environmental factors is well appreciated by building architects, town planners and decision-makers are less accustomed to considering the implications for outdoor climate, particularly within the context of changing environmental conditions brought on by climate change.

The question the paper seeks to answer concerns the use, or non-use, of urban climatology science in local climate change strategies. The paper begins by introducing the scientific field and proposes a comparative case study approach towards the application of the science, drawing on Sippel and Jenssen's (2009) motivators for local climate governance. It then considers the input of urban climatology in the local climate change strategies of four cities, Stuttgart, Tokyo, New York, and Manchester. The case studies vary in size and institutional structure, but all are metropolitan communities with initiatives for long-term climate resilience, all are engaged in research partnerships with universities and a commitment to the transfer of knowledge to practice. Desk studies based on historical and contemporary documentary analysis were supplemented by more than sixty interviews with practitioners, city officials, politicians and academics undertaken between April 2010 and July 2011, to discover the status of the local knowledge-base, the methods by which it is procured, the policy measures derived and, where appropriate, their physical outcomes. A discussion section considers how different city contexts may affect the translation and co-production of knowledge into policy, and draws conclusions concerning what Corburn (2009) calls the localisation of environmental science and calls for a renewed understanding of the link between urban climatology, local climate change strategies, and planning practice.

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Consequences of Urban Land Use Change on Soils – Is There a Need of Urban Soil Protection?

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Keywords: urban land use change, urban soil protection concepts, case study on local level

Soils play a central role within every ecosystem: they are the basis for human, animal, and plant life and a medium with important functions in the nutrient and water cycles. Soil is an easily destroyed, non-renewable resource. Intense land use is often accompanied by an irreversible loss of important soil functions for future generations (Sauerwein 2011). New soil protection concepts are aimed at counteracting these problems and provide the basis for taking soil properties into account in overall spatial planning (ELSA 2007).

Soils are an integral part of the economic value chain, in which ecological aspects of the soil play only a minor role: their function is limited to providing the ground for settlements, industry, and infrastructure. Despite their ecological importance, soils do not receive the appropriate attention and esteem generally given to the other compartments: water and air. The central problem is that the urban community no longer depends on the soil for their everyday life. Particularly in cities, soils are mostly only used as a resource for construction activities.

The current approaches for distinguishing, recording, and evaluating soil quality in the urban landscape are generally unsatisfactory, because there is no universally accepted scientific base. In most approaches the soil is seen as an interface between the abiotic (geology) and biotic components (living organisms) of the element cycle. From the urban-ecological and system-theoretical point of view, these basic functions must be preserved. Humans use the soil and some of its functions for various purposes. An approach that further distinguishes between 'soil functions' would compare the natural soil system with the properties due to anthropogenic land use. The basic problem, especially in the urban setting, is the competition between individual soil functions. In the end, it is a political decision to resolve for each area, or even location, which soil function should be prioritized.

The case study is used to discuss the compilation of a soil protection concept for the urban region of Hildesheim. The concept is orientated around the different soil functions (natural functions, archival functions and land use functions) and evaluates these against each other. The problems, the opportunities and the implementation are presented. The resulting hierarchy is digitized into a GIS. These spatial data sets find their way into the land use plan.

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The Klimaatlas as a Planning Tool

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Keywords: urban climatology, urban design, planning methods

This paper addresses the track CFP's request for contributions on new methodologies and on pathways to urban resilience. The method in question, the *Klimaatlas*, originated in the mapping techniques of German applied meteorologists. Initially developed for urban use in the City of Stuttgart as the basis for air quality management, it has become the keystone of the city's environmental strategy (Hebbert et al 2011). The technique was taken up by the Verein Deutscher Ingenieure (German Institute of Engineers) under National Guideline VDI-3787 *Environmental Meteorology, Climate and Air Pollution Maps for Cities and Regions* and has been widely promulgated, in name if not in technical detail, through both the German-speaking world and the cities of South East Asia. On the evidence of the Eighth International Conference on Urban Climates held Dublin in August 2012, its use will continue to spread as a component of resilience strategy for cities worldwide.

The *Klimaatlas* has a double appeal. By simplifying the notorious complex phenomena of the urban microclimate into an accessible and legible medium, it offers scientists a solution to their longstanding difficulty over communication with decision-makers (Hebbert & MacKillop, forthcoming). Secondly, by mapping climatic processes at a high level of resolution the *Klimaatlas* provides city planners with point-specific evidence for policy and regulation.

Chao Ren and her colleagues have reviewed the technique from a climatological perspective (Ren 2011); the present paper will analyse the use of the *Klimaatlas* from a perspective of planning technique, drawing upon the international set of case studies in the project 'Climate Science and Urban Design: a historical and comparative study of applied urban climatology' [RES-062-23-2134] funded by ESRC, whose support is duly acknowledged.

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SESSION 3-8 Built Form, Resource Consumption and Greenhouse Gas Emissions in Cities and Suburbs

Low Carbon Downtown Community Planning in Spring City –Kunming of China

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Keywords: low-carbon, downtown, traditional culture, Kunming of China

China is at the transforming period of the market economy of socialism, witnessing the rapid economic development and accelerated urbanization. Extensive model of city development cannot carry forward due to enormous infrastructure construction and rapid increase of energy demands. To face up the “high-carbon economy” reality, energy-saving and emission reduction technology alone cannot satisfy the needs of reducing carbon dioxide emission. We need to embark on a sustainable development path guided by the effective city planning and through the exploration of low-carbon city development model.

The purpose of this paper want to plan and design a lower carbon downtown community in Kunming of China, a spring low carbon city. Detailed information has been compared in different downtown of cities in the word, analysed and synthesised in fact of the future. By defining initial domain of general survey from the concept of culture of China, this paper enumerates mutual influences of culture and city; analyzes the crisis of current Chinese city and suggests some countermeasures: gain creative resources from traditional culture by studying the protection of old downtown.

We shall create a friendly scale space and mixed land-use, decrease the distance and quantities of traffic, and encourage walking and cycling from the traditional characteristics culture of China. The recent planning we have performed in Kunming suggest that it is time to change the present urban planning method and to be a model that explore a new developing way of city in China.

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The Research and Application of the “Five-layer Interactive” Smart City Model in the View of Low-carbon

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Keywords: low-carbon, smart city, model

The conception of smart city has been widespread currently, and some of the related strategies could help Chinese cities to ease the pressure of carbon emission reduction. This paper is to bring forward a “Five layers interacted” smart city model to help decrease the carbon intensity, and then apply this model in the urban design of Guangzhou international financial city, delivering both theoretical and practical reference.

Firstly, three kinds of “urban carbon factor” are put forward according to the features of urban carbon circulation, these factors are moveable carbon emission resource, fixed carbon emission resource and natural carbon sink.

Then, taking the “urban carbon factors” into account and integrating the latest smart city conceptions, this article summarizes a “Five layers interacted” model. The five layers are: (1) Smart environment base layer, which monitors the environment quality and evaluate the capacity of natural carbon sink. (2) Smart land use structure layer. This layer is to control the land use layout, development intensity and degree of mixing wisely based on transportation and eco capacity. This layer defines the intensity and distribution of moveable and fixed carbon emission resource. (3) Smart currents network layer. This layer consists of smart transportation, smart energy supply system, smart logistics system, targeting the reduction of moveable carbon resource. (4) Smart energy saving buildings layer. This layer adopts smart energy management system beyond the traditional green building standard. (5) Smart urban managing layer. This layer is mainly the e-government service, which help reduce the moveable carbon resource and improve the efficiency.

Finally, combining with the case of Guangzhou international financial city, the detailed function, parameters of the model will be demonstrated. And the carbon reduce potential will be estimated.

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The Role of Suburbia in the Attribution of Greenhouse Gas Emissions

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Keywords: IPCC, EDGAR, GRUMP, CARMA, „Speckgürtel“

The original goal of the research presented here was to quantify by world region, the contribution of urbanized areas to global greenhouse gas (GHG) emissions (EDGAR, 2011). Regressions on population density and growth rate, GDP, and heating/cooling degree days, as well as a row of other non-significant variables, show that the contribution of urban extents is between 38% and 49% of total emissions (Marcotullio et al., 2012). In spite of using very liberal definitions of urban extents (GRUMP, 2011) and re-allocating national electricity generation (CARMA, 2012) to their urban extents, this is at the low end of academic estimates [Satterthwaite, 2008; WEO, 2008; Dhakal, 2010] and contrasts significantly with what the conference track organizers cite. It is no surprise that the relative weight of individual variables varies by world region and economic development. We were, however, very surprised to find that around the world, the highest levels of GHG emissions are in a belt 20-40 km around urban centres. This result is consistent using both traditional fixed-effects and spatial regression techniques, which will be discussed in detail in this paper. There are variations (e.g. the role of African suburbs is smaller than that of their Asian and European counterparts) but the signature prevails. We suggest that this has consequences for both planning and geography theory as well as for policy. In spite of globalization, we have very few local indicators that are so consistently the same across cultures, economic and physical regimes. On a practical level, our results are an urgent reminder that cities by and large are rather efficient constructs while the biggest impacts on minimizing GHG emissions can be achieved by optimizing suburban energy use and transport.

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SESSION 3-9 Urban Design's Influence on GHG Emissions and Travel Behaviour

Role of Mobility and Land Use in Urban Climate Action Plans: Comparison of Cincinnati, Curitiba, and Bordeaux

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Keywords: climate action plans, urban futures, energy regime

As cities are increasingly planning for both the mitigation and adaptation to climate change, one of the biggest urban planning issue that arises is that of transportation and land use combinations that will reduce energy use or will be feasible under new energy regimes. However, in the area of envisioning and planning for shifts in mobility and/or land use patterns that either reduce carbon emissions or respond to changes in energy availability, the level of innovation, political will, public acceptance, and implementation vary greatly across cities, and even more so among different countries. With funding under a research program of the French Ministère de l'Écologie, le Développement Durable, les Transport et le Logement, a collaborative study of urban futures in the face of climate changes and the resulting shifts in energy regimes that is envisioned was carried out in Cincinnati, Ohio; Curitiba, Brazil; and Bordeaux, France. This paper will report on fieldwork carried out in the past two years in these three cities, that observed and studied the processes of climate action planning, the role of decision-making structures in that planning and implementation, and ways in which the urban planning concerns of transportation and land use were addressed in these plans and visions for reduced carbon emissions. Variations in both the visions and the outcomes of planning for climate change and the role of integrated mobility and land use innovations are documented and then analyzed for the opportunities and constraints within the three socio-political contexts to create more climate resilient metropolitan areas. This work is intended to both inform students and practitioners of the social, political, and process aspects beneath the climate plans in three cities that are not usually talked about together. These three cities, of similar size and economic function, provide an interesting mix of approaches, outcomes, and levels and characteristics of political will, which can provide some potentially new and interesting insights into both visions and reactions to the threat of climate change.

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The Effects of Compact Development on Travel Behaviour, Energy Consumption and GHG Emissions: Lessons from Neighborhoods in Phoenix Metropolitan Area

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Keywords: compact development, travel behaviour, energy consumption, GHG

Suburban growth in the U.S. urban regions have been defined by large subdivisions of single-family detached units. This growth is made possible by the mobility supported by automobiles and an extensive highway network. These dispersed, highly automobile-dependent developments have generated a large body of work examining the socioeconomic and environmental impacts of suburban growth on cities. The particular debate that this study addresses is whether suburban residents are more energy intensive in their travel behavior than central city residents. If indeed suburban residents have needs that are not satisfied by the amenities around them, they may be traveling farther to access such services. However, if suburbs are becoming like cities with a wide range of services and amenities, travel might be contained and no different from the travel behavior of residents in central areas. This paper will compare the effects of long term suburban growth on travel behaviour, energy consumption, and GHG emissions through a case study of neighborhoods in central Phoenix and the city of Gilbert, both in the Phoenix metropolitan region. Motorized travel patterns in these study areas will be generated using 2001 and 2009 National Household Travel Survey (NHTS) data to calibrate and run a four-step transportation demand model. Energy consumption and GHG emission, including both Carbon dioxide (CO₂) and Nitrous Oxide (NO) for each study area will be estimated based on the corresponding trip distribution results. The final normalized outcomes will not only be compared spatially between Phoenix and Gilbert within the same year, but also temporally between year 2001 and 2009 to see how the differential land use changes in those places influenced travel.

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Measures of Urban Planning and Construction for Climate Change, Tianjin

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Keywords: urban climate change and its trend, negative influence, combating measures

Tianjin, as one of China's four municipalities, is the center of Bohai-rim economic circle and largest coastal open city in the China's north. As the birthplace of modern industry, she is one of the earliest coastal cities opening up of north China's shipping and industrial center. Tianjin east Bohai Sea is located in mutual convergence zone of marine ecosystems and terrestrial ecosystems. Ecosystem types are diversification. Therefore Tianjin is positioned as economic center of China's northern, international port city and the ecological city.

In recent years, with the rapid development of urbanization and climate change influence of global, urban system is fragile and undertaken its negative effects. This is a challenge for realizing the urban orientation. Therefore, the paper will through the study of Tianjin urban climate change and development trend, analyze climate change influence on urban development, and put forward measures on enhancing ability to slowdown and adapt to climate change.

The first, the paper will research urban climate change and its trend. This section will analyze nearly 30 years or 50 years in the past, the urban changes in the temperature, the precipitation and the sea level, as well as introduce extreme weather and climate events. And predict the urban climate development trend in the future 30 to 50 years.

Second, the paper will research that climate change bring negative influence for urban system and put forward the challenge for the urban development. This section will analyze from three aspects, including the urban ecological environment, the influence of the living of human health and the urban energy structure.

Third, the paper will research measures combating climate change. Focus from controlling greenhouse gas emissions and enhancing the ability of adapt to climate change. This section includes two parts. On the one hand, slowing down urban air pollution from controlling air pollutant emission, adjusting the energy structure and improving the saline land soil to plant trees; On the other hand, enhancing the urban ability to adapt to climate change from the rational layout of the industry, the reform of urban water system, the protection of urban ecological environment, and the meteorological disasters defense works.

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Usefulness of Urban Design Demonstrators to Adapt to Changes and Prefigure the Post-carbon City

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Keywords: urban demonstrators, innovations, post-carbon city, sustainable city

Our communication is based on scientific research, initiated in France, by the State and the major cities. The research program, POPSU, is an observation platform on the consideration of sustainability strategies and projects in the urban community of Grenoble, France.

In this research, we observed that the cities, strongly experienced with Agenda 21, sustainable PLU and eco-districts, have transformed their trials by changing scale and sliding their community projects towards a strategy of agglomeration. This strategy plans turn the lack of space and environmental constraints into opportunities to allow the town to become a pioneer territory on all issues of sustainable development. During its development, professionals, elected officials and residents have gradually forged a common approach to sustainable urban development. An approach that can be described as pragmatic, firstly, because it is built more depending on the specific local context than on theoretical fixed a priori, and secondly, because it allows flexible and shared adaptation to changes. Collective mobilization is indeed a vector of wealth to grasp the future with all the creative strength of local society. This approach responsibly and ethically, can respond to global concerns by conducting local actions. Emissions of greenhouse gases, climate change, rising price of energy are thus locally responses energy efficiency, urban planning, mobility and fight against all forms of malware.

To prefigure the post-carbon city, the urban community of Grenoble has developed an approach to experiment EcoCité urban projects demonstrators for the city of tomorrow. Projects are developed in a first sector of the City of Grenoble, the science peninsula. The projects combine acquired knowledge and innovation, and they reveal that there is not a single model but rather figures of operating sustainably. Figures mobilized pass through experimentation and based, firstly, on the relationship between movements and planning; and on control of energy consumption and use of renewable energy. The objective is to make the peninsula, the support plat form outreach mesh and connected by public space backed by a network of structural facilities and a complete range of mobility. It is also to limit nuisances such as noise, pollution and urban heat islands. On the other hand, it is to reinforce the frame with blue and green networking of natural and agricultural areas, along with public spaces. Finally, it is working on a peninsula where inclusive urban diversity and social functions metropolitan residential and high level of services are accessible to all.

And the development of the peninsula, is a great opportunity to make an economic and strategic place of innovation for the area, a true demonstration area, high performance and innovation, which will be used in the long term to change all the districts of Grenoble by the exchange and dissemination practices for urban resilience.

Sessions 3-20 Climate Resilience and Adaptation at Multiple Scales 1

Investigating Urban Agriculture as an Urban Heat Island Mitigation Strategy in Atlanta, Georgia

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Keywords: urban agriculture, urban heat island, extreme heat, local climate model

Extreme heat events are responsible for more annual fatalities in the United States than any other form of extreme weather. Urban centers are particularly vulnerable to the threats of excessive heat as most cities are home to large populations of lower income individuals who often lack access to air conditioning or adequate healthcare facilities. Urban populations are also more likely to be exposed to extreme heat due to the urban heat island (UHI) phenomenon. As the global population continues to urbanize, the number of vulnerable individuals will continue to increase making urban heat island mitigation strategies all the more important.

This research explores urban agriculture as an urban heat island mitigation strategy. Though previous work has examined the role of vegetation in mitigating the UHI effect, the potential of urban agriculture as a mitigation strategy has yet to be investigated. This paper presents the results of a land cover change analysis, which simulates the climate effect of converting the current land cover of underutilized properties, such as vacant and distressed parcels, to urban agriculture. The research is conducted in the city of Atlanta, GA with the goal to expand the research to other areas of the world. To investigate the effects of urban agriculture on the local climate, the LUMPS model (Local-scale Urban Meteorological Parameterization Scheme) is used as the primary tool for conducting the analysis. LUMPS is a modeling software that combines meteorological observations such as air temperature, relative humidity, wind direction, wind speed, and incoming solar radiation with characteristics of land cover. This research uses LUMPS to simulate the climate at the neighborhood scale before and after the urban agricultural intervention.

This research also builds on work currently examining the potential of urban agriculture to effectively revitalize neighborhoods with vacant properties and reclaim brownfield sites in urban areas. When designing heat mitigation strategies, it is important for planners and policy makers to quantify the difference between vegetative approaches in order to understand the tradeoffs they are making climatically, environmentally, and socially. As such the results of this research can help guide planners when selecting between vegetative UHI mitigation strategies and may further support the burgeoning urban agriculture movement.

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The Use of Backcasting Scenario for Planning Adaptation to Climate Change in Sub-Saharan Urban Areas

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Keywords: scenario, backcasting, climate change, adaptation, sub-Saharan cities

Planning for climate change adaptation in urban contexts is a major challenge due to increasing levels of future uncertainty, closely related to the complexity of socio-economic and environmental systems, and to the difficulty in predicting climate impacts.

This challenge is even more pronounced in the sub-Saharan cities. These are more exposed to extreme climatic events, over-urbanized, dynamic in term of settlements, as well as strongly dependent on the direct exploitation of natural resources.

Focusing its interest on scenario planning techniques, this poster addresses the questions of how climate adaptation planning in sub-Saharan urban areas can face this issue of uncertainty, and how, by orienting its planning horizon in the long-term toward a desirable future, can contribute to the identification of transformative societal projects oriented to sustainability.

Originated from the field of future studies, scenario analysis methods are increasingly used to design adaptation strategies by researchers and policy makers, as they are accounted as prominent techniques for anticipating and shaping the future (Börjeson et al., 2006).

Explorative strategic scenarios have undoubtedly played a dominant role in informing impact, vulnerability and adaptation studies to date, above all at national and regional level (e.g. socio-economic scenarios, down-scaled climatic scenarios). However, when dealing with local context, the forecasting approach does not seem to be able to support transformative planning processes, as it is based on exploring dominant trends (Dreborg, 1996).

As a consequence, a different scenario methodology, based on a normative approach, seems to be required.

This poster analyzes how the use of a normative scenario approach, in particular participatory backcasting (Robinson, 2003), can facilitate the development of successful long-term climate adaptation strategies at community levels, and promote systemic societal transition towards sustainability targets.

The poster aims at contributing to this effort by identifying which features of participatory backcasting (community vision for future development, stakeholder learning, developing pathways) could assist communities and local agencies in organizing the information on climatic threats and opportunities, and in defining societal adaptation objectives, policy choices, and attractive system changes.

The arguments are illustrated by a case study regarding the relevant issue of access to safe water by the coastal communities of Dar es Salaam (Tanzania).

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Assessing Resilience Notion in Local Governance in Facing Climate Uncertainty: Two Cases in Rotterdam (the Netherlands) and Kaohsiung (Taiwan)

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Keywords: local governance, Kaohsiung (Taiwan), planning, resilience, Rotterdam (the Netherlands)

The notion of resilience has gained considerable attention and interest over recent years regarding local governance in preparing for coping with the uncertainty of climate disturbances. The notion of resilience is not just confined to academic discourses – it is increasingly prevalent in urban policy documents across the globe, especially in places where decision-makers are keen to develop local-level adaptive strategies. Resilience notion in this sense presents a versatile umbrella framework of planning governance to formulate local-level collaboration of decision-making with a wide set of groups of interests.

While the increasingly attention of framing the term resilience in policy-making of climate preparations does not directly link to a shared pattern of planning decision-making to conduct local adaptive strategies. For instance, although policy-makers in Kaohsiung (Taiwan) and Rotterdam (the Netherlands) both highlight the necessity to confront planning strategies from the perspectives of urban resilience, their focuses and initiated actions would perform variously in reflecting to the institutional systems of policy-making. Planners and decision-makers may also use the notion of resilience with their own sketchy and variable understandings, and the lack of consistency increases the difficulties for cross-sectoral collaborations.

Drawing on information from interview, policy review and discourse analysis, this paper aims to present a comparative analysis regarding the addressing of resilience notion in local planning governance between Kaohsiung and Rotterdam – two cities where resilience approach of policy-making for local adaptive strategies are highlighted because of either direct experiences or estimated impacts of climate disturbances. The assessment will examine both the conformance and performance of planning governance in conducting strategies of climate preparation in general and of climate-related flood risks in particular. And the expected result is to find out the impacts of resilience notion addressing and reshaping in the systems of policy-making to cope with the uncertainty of climate change.

Session 3-21 Climate Resilience and Adaptation at Multiple Scales 2

Climate Resilient Cities: An Opportunity for Framing Mitigation and Adaptation Strategies

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Keywords: climate change, urban resilience, adaptation strategies, mitigation strategies

Climate change can be considered as one of the main environmental topic of the 21st century (IPCC, 2011). It poses a serious challenge for cities all over the world: cities show, on the one hand, a high level of vulnerability in face of climate change, on the other hand, they are responsible for 60% to 80% of global energy consumption and greenhouse gas (GHG) emissions, which represent the main causes of change in climate conditions.

In Europe, towns and cities generate the 69% of all greenhouse gas emissions (EU, 2011). Although Europe is one of the less urbanized areas in the context of developed countries, in 2011, 73% of European population was living in urban areas and the level of urbanization is expected to be at 82% by 2050 (UN, 2012). According to the trends of population growth, consumptions and emissions as well as impacts of climate-related phenomena could significantly worsen in the next future.

Thus, being cities, namely the urban way of life, part both of the problem and of the solution (EU, 2011), in addition to emission reduction, the issue of adapting cities to a changing climate is becoming more and more prominent as well and larger and larger attention is currently devoted both by scientific literature and by decision makers at European and local scales to outline strategies for urban adaptation to climate change. Grounding on the awareness of the role that cities play, a reflection on “how we create our built environment is” indeed “critical in lessening our dependence on oil and minimizing our carbon footprint” (Newman et al., 2009).

In detail, numerous institutions and scholars currently emphasize the need for strengthening urban resilience in face of climate change and climate-related phenomena. By this perspective, some actions are already running; nevertheless, despite the large efforts currently underway, policies at city level are still fragmented, a clear identification of the features that make a city resilient in face of climate change is still missing and effective tools to support decision-making processes are still lacking.

To fill these gaps, this contribution is mainly addressed to:

- provide a snapshot of current strategies and actions for urban adaptation currently implemented at European level;
- outline, by integrating different disciplinary perspectives, a conceptual model of the set of adaptive capacities and properties that characterize a resilient urban system;
- verify the consistency between the strategies currently underway and the identified set of resilience capacities and properties.

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Resilient Spatial Planning and Climate Change Impacts – Ethical Challenges

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Keywords: spatial planning, planning ethics, climate change impacts, urban regions, resilience

In the general discussion on how to deal with future climate change impacts in spatial planning, the related ethical questions seem to be neglected so far. Nevertheless, dealing with situations characterized by uncertainty is not to be considered as a new situation in spatial planning. But with reference to climate change and its impacts, it is increasingly referred to the new quality of uncertainty and complexity. This is due to its epistemological distance as global environmental problem (Carolan 2004) as well as its hybrid nature, representing a composition of biophysical and discursively constructed cultural factors (Forsyth 2003). This renders the already given challenges to spatial planning in dealing with uncertainty and potential nescience even more explicit and it might also evoke new challenges such as to (re-) define planning paradigms as well as visions and normative backgrounds of how to deal with land as collective resource (Beatley 1994, Donaghy 2007).

Within this debate on how to deal with change and complexity in cities and regions, the – differently defined - concept of resilience appears increasingly as a reference framework, also in the planning and regional development discussion, and also related to climate-change adaptation (see e.g. Pendall et al. 2010, Wardekker et al. 2009).

This paper discusses the corresponding ethical challenges for spatial planning (Campbell & Marshall 1999) in a twofold way. Particularly, it will be addressed a) the ethical challenges due to climate change impacts to be dealt with in spatial planning - resulting from the discussion of how to deal with uncertainty and potential nescience of future change processes; and b) the question of specific ethical challenges which arise from the use of resilience as leitmotif for dealing with these change processes.

The findings are based on theoretical and conceptual studies and reflections and informed by case studies of the urban regions of Stockholm (Sweden), Rostock (Germany), Riga (Latvia) and the San Francisco Bay Area (USA), as well as a transdisciplinary research process together with stakeholder and planning practitioners in the urban region of Rostock (Germany).

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Towards Resilient Cities: A Comparison between Case Studies

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Keywords: resilience, urban resilience, urban design, case studies

The paper will present the second step of the research on resilience and cities/complex systems. According to the main results of the literature comparison on the resilience and cities (colucci A. 2012), this article refers to the concept of ecosystem resilience.

The aim is to understand whether the proposed concept of resilience, or rather strategies, constitute progress and contribute to innovation in the areas of urban planning and design.

The research identifies three main families within the literature (to which can be added best practices, documents of intent and a large number of websites as research platforms, sharing of experience, networks of best practices and so on):

A) Resilience and sustainability: the concept of resilience is used as a way to gain the sustainability of the development of social-ecological systems.

B) Resilience and adaptation: the resilience is used as the key concept to the adaptation strategies with regard to climate change, natural resources reduction and the quality of local communities.

C) Resilience and territorial risks: resilience is used as a key concept for the innovation of territorial risk mitigation/management strategies (with the integration between the risk mitigation goals and the regional quality goals).

The second step of the research consists in the analysis and comparison of case studies, best practices and projects of Resilient Cities.

Comparison has been driven between experiences based on the resilience concepts. Shared resilience principles have been identified as follows: diversity and redundancy, interconnection between spatial scales and time variables, recognition of slow variables, solid feedback, adaptability, flexibility and innovation, knowledge and communities.

Case studies: three case studies for each “family” (case studies must refer to urban resilience and have to develop at least two shared principles)

The goal is to identify the contents of innovation in terms of:

process of urban design / transformation / policies

methods and tools proposed (proposed measures, instruments and methods of analysis and action)

output and feedback

The paper will include also an analysis of case studies presented in the web platform on urban resilience and resilient cities.

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Adapted Land-use Planning in Climate Change: Challenges and Opportunities for the Mega-urban Region of Ho Chi Minh City

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Keywords: climate-related urban risks, adapted land-use planning, Ho Chi Minh City

The adaptation of mega-urban regions and their landscapes to climate change is predominantly a spatial planning matter. Rapidly developing Asian megacities, like Ho Chi Minh in Vietnam, need to become more resilient and less vulnerable for climate change. Our contribution takes spatial planning as the starting point. It shows opportunities and challenges for spatially-explicit adaptation strategies in Ho Chi Minh City and highlights how adaptation to climate change can be used to influence land-use planning and future urban development. Special attention is given to urban water management issues. Here the focus lies on risk management and non-structural protection measures to decrease the chance of urban flooding risks. The fact that such a flexible system supported by risk adapted land-use planning and more resilient development patterns is less vulnerable, for instance to the effects of a flood event, is not yet prominently apparent in the present climate-related spatial planning debate. For rapidly developing mega-urban regions the need for focused support and guidance in formulating suitable adaptation policies and spatially explicit zoning regulations is apparent. Within its multi-stakeholder environment borne out of conflicting interests, land use planning requires more than ever science-based information to formulate spatially explicit adaptation measures to climate change.

The contribution is based on the final results of the five-year research project “Integrative Urban and Environmental Planning for Adaptation of Ho Chi Minh City to Climate Change” which is funded as part of the research programme “Sustainable Development of the Megacities of Tomorrow” by the German Federal Ministry of Education and Research (BMBF).

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Session 3-10 Public Perception and Collaborative Planning for Clean Energy

Big Infrastructure and Public Participation: How to Enhance Renewable Energies Despite or Even Because of Participatory Planning? A Comparative Study of Practices in Germany, the Netherlands and the UK

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Keywords: energy transformation, infrastructure planning, conflict resolution, public participation, case-studies

The energy transformation towards 100% renewable requires a great many of new technical infrastructures, including energy tracks, wind farms, solar farms or reservoirs for energy storage. Thus, the EU and many European countries are on their way to provide innovative power plants and trans-European energy networks for distributing renewable energies. Many of these projects, like energy tracks from the North Sea offshore wind parks to the south, are pressed for time. Nevertheless, these ambitious projects have to respect democratic rights of information, participation and legal objection.

Against this background recently a discussion has been raised what solutions are most adequate for organizing with public participation in planning and implementation processes of big renewable energy projects (Ziekow 2012). Two positions mark the basic points of this discussion, on one hand to contract the planning process and reduce participation opportunities, and on the other hand, in contrast, to extend participation to achieve an earlier and better conflict resolution.

The paper takes scientific discourses on infrastructure planning into account regarding complexity, insecurity, or social acceptance (Priemus 2007, Wolsink 2007, Marshall 2012, Salet et al 2012). The empirical basis are three case studies, namely participation policies in Germany, the Netherlands and the UK, where different solutions have been introduced during the last ten years: in the UK an obligation of early informal participation, in the Netherlands a public service unit for qualifying infrastructure participation processes organized by different administrative bodies, and just recently in German a new legislation contracting infrastructure planning but also involving – however not binding – early participation. In the paper a set of criteria is developed to analyze advantages and disadvantages and to compare the three approaches. Finally, the paper draws conclusions and identifies further reaching research topics.

Background of the paper are qualitative expert interviews and policy documentation and the co-authorship of recommendations on public participation in infrastructure planning that was produced by the scientific board of the German Ministry of Transportation, Building and Urban Development recently.

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Understanding the Public Uptake and Acceptance of Municipal Green Energy Incentives Program: The Case of Solar Colwood

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Keywords: municipal incentives, solar hot water, energy retrofitting, community development

The Solar Colwood project is a municipal incentive program funded Federally but administered locally in a small suburban community in British Columbia, Canada. The City of Colwood sees Solar Colwood as a demonstration of a whole community moving towards energy conservation and renewable clean energy. The impetus of the program comes from the application to Natural Resources Canada (NRCAN) for a grant to support incentives for Solar Hot Water (SHW) technology. The City was awarded a \$3.9 million federal grant from NRCAN in 2011. This is mainly to be used for supporting residential retrofits of SHW. At the start of the project this was the main focus, but the goals and aspirations of the program have altered over time. The research project being discussed in this paper has sought to understand the dynamics at work in the community of Colwood around the project, specifically the types of individuals that have engaged in the program to date and the implications of this both in the specific context of Solar Colwood and also for other municipalities seeing to engage in similar initiatives. This paper gives an introduction and brief overview to the project and presents data drawn from surveys, interviews and focus groups undertaken over the first two years of the project. Uptake has not been as swift as the City would have hoped, and findings suggest this is due to the levels of trust between community and City, the lack of awareness in the community and poor communication of the program. The people that have engaged with the program tend to be the already converted, 'early adopters' that are predisposed to new technology – the incentives are not persuading the majority within the community. This paper explores why this may be, and some of the possible solutions specifically in Colwood, and more generally, in improving the uptake of energy efficiency retrofits.

Planning Approaches to Improving Energy Resilience: The Case of the North Sea Region

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Keywords: European energy policy, North Sea, comparative planning

The countries of the European Union are in the process of re-engineering their energy sectors in an attempt to reduce greenhouse gas emissions by 80% by 2050; ensuring energy security and seeking maintain cost effective production for consumers (CEC, 2010). Under the umbrella of Energy 2020 the EU is seeking to reduce greenhouse gas emissions by 20% by 2020, ensure that 20% of Europe's energy needs come from renewable resources and improve energy efficiency by 20%. As well as seeking to encourage a more competitive energy market across Europe, nation states are required through National Action Plans to identify what they are going to do within their jurisdiction to contribute to this agenda. This paper explores in a comparative sense the extent to which nation states and sub-regional authorities, within the North Sea area are addressing these agendas, taking in particular a focus on the planning aspects of this agenda, both in terms of the development of new renewable energy installations both on land and at sea, and contributions to improving energy efficiency. The North Sea Region includes Belgium, Denmark, Germany, Netherlands, Norway Sweden and the UK. Through the comparative analysis where different speeds of progress are evident, critical factors such as the extent to which energy markets are publically or privately driven, the extent to which local communities benefit from any externalities from new facilities, and the level of state support for new energy markets are all explored. We conclude by making tentative suggestions as to how any future European transnational cooperation programme may help to support the desired goal of moving towards regional energy self-sufficiency in a time of growing uncertainty.

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Session 3-11 Reducing Footprints through Building Retrofit and/or Design

Buildings' Energy Upgrade in Historic City Centres

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Keywords: historic city centres, listed buildings, energy efficiency

The current paper presents alternative scenarios for the energy upgrade of traditional buildings in the historic city centre of Ioannina (Greece). In historic city centres, the building stock consists mainly of old, listed or traditional buildings. Their energy renovation may be considered as a key factor for the reduction of energy consumption in the building sector as well as for the improvement of prevailing indoor comfort conditions. In addition, existing buildings constitute a significant proportion of cities building stock and their energy upgrade contributes to the achievement of the EU Climate & Energy objectives. Besides, the renovation of existing buildings could ensure better environmental conditions in urban areas. However, the necessity to preserve the architectural character of such buildings should be taken into account as they constitute part of cities' cultural heritage.

Thus, the energy upgrade of listed and traditional buildings is a critical issue for the regeneration of historic city centres. But, since the interventions are of high cost, often emerges the need to provide incentives. For this reason, it is also examined the potential for exploitation of the program "Energy Efficiency at Household Buildings". Via this program the Greek Ministry of the Environment, Energy and Climate Change has developed a set of financial incentives for the implementation of energy efficiency upgrading interventions in residential buildings.

Regarding the methodology, in order to investigate potential energy retrofitting strategies, a typical traditional building is selected. The assessment of its energy performance is based on the study of the site, the outdoor and indoor environment, the building's envelope and the HVAC equipment and is performed as an energy audit. The followed procedure and the adopted standard values comply with the Greek Regulation for the Building Energy Performance and the National Technical Directives (TOTE) published for its implementation. Finally, the calculations are performed using the official national software TEE-KENAK in order to determine the effectiveness of each scenario in terms of energy consumption and financial cost.

In conclusion, the results of the alternative scenarios for the building's energy upgrade are comparatively evaluated and a techno-economic analysis is developed in order to draw some interesting conclusions about the environmental benefits at the level of a historic centre's zone. These benefits regard the reduction of primary energy consumption and carbon emissions.

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Retrofitting Large Portfolios of Buildings for Improved Energy Efficiency

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Keywords: energy, efficiency, buildings, management, innovation

Buildings are responsible for 72% of national electricity consumption, 39% of energy use, 38% of carbon dioxide emissions, 40% of raw materials use, 30% of solid waste, and 14% of potable water consumption in countries such as the United States (French 2011). Substantial efforts to improve the performance of new and existing buildings are underway, especially regarding energy use. More stringent regulations and encouragement of innovation can set new buildings on a more efficient path. Existing buildings are the bigger problem given their long lifetimes and the slow turnover of the stock. This is especially a concern in countries with low effective energy prices that give owners and tenants little incentive to invest in energy efficiency. Countries such as Canada, China, Russia, and the USA are searching for smarter operating strategies and more cost-effective ways to make the stock of existing buildings energy efficient. This paper investigates the strategy of working with the owners of large portfolios of buildings who, by virtue of their large holdings, can improve many buildings without bogging down in a transactional mire.

In multi-level case studies, we compare jurisdiction-based and owner-based portfolio strategies, devoting more detail to the latter because of their notoriety (Obama 2011). Jurisdiction-based approaches rely on familiar if scaled-down policy tools such as the energy-usage disclosure mandates recently enacted in New York and San Francisco. Owner-based portfolio strategies, by contrast, may affect buildings in many jurisdictions and thereby disseminate energy-saving ideas more broadly. The U.S. General Services Administration was a pioneer in this approach, and real estate investment trusts, universities, and multinational corporations are now setting the standard for best practices.

We find that many of the technological solutions developed to date for energy efficiency have failed to make a significant impact or achieve widespread deployment, in part because of unanticipated human behavioral factors. We also find that the owner-based approach is very successful when it involves careful experimentation followed by an explicit scale-up process that includes communication and systematic evaluation efforts at regular points in the roll-out of energy-saving retrofit measures across the portfolio.

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Precedent Review in Proposing Ways of Minimizing a Neighbourhood's Carbon Footprint in Cyprus

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Keywords: renewable energy sources, sustainable development, systems integration

The proposed paper examines a simplified model for the incorporation of district energy generation derived from town planning code guidelines and restrictions for on-site renewable energy conversion. The proposed model incorporates the three dimensional packing density of urban areas, the on-site renewable potential, the efficiency and the applicability of all possible renewable energy sources (RES) conversion technologies, as well as their enhancement and development prospects. Based on this analysis, relevant indices are defined providing the appropriateness of the potential renewable supply options for existing city blocks. At the same time physical planning scenarios are identified and the necessary urban design parameters for newly constructed city blocks are outlined, so as to enable on-site RES conversion. Moreover, the carbon foot print of the possible renewable supply options for a ZEB is studied and presented in before-and-after comparative analysis.

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Session 3-12 Resilient and Alternative Energy Generation

Urban-Rural Energy Partnerships and Resilience

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Keywords: energy policy, urban-rural linkages, governance, land management

Objective of the paper is to discuss new forms of governance combining energy and spatial policy as a contribution to solve land use conflicts.

In consequence of the nuclear accident in Fukushima, the national German parliament has decided the nuclear power phase-out. In the debate of future energy supply centralized solutions compete against decentralized ones. Following the decentralized concept the municipalities will not be able to cover their demands on renewable energy resources within their own boundaries but in exchange with surrounding rural areas. In consequence, land use changes will follow and new institutional arrangements are necessary.

One main institutional problem is the gap between governance of energy flows and governance of space and place: Currently, Germany follows a centralized sectoral energy policy of flows with limited local conflicts in land use. In opposite to that, a decentralized energy system requires an integrative spatial policy. This is because renewable energy sources change land use in a regional dimension. Therefore new forms of governance have to combine energy policy with land management.

“Urban-rural energy partnerships” could be a new part of this governance. The term can be defined as the cooperation between several actors like public authorities, business, civil society and intermediary organizations to develop a sustainable decentralized energy system. It implies a debate about sustainable land use. Therefore urban-rural energy partnerships are a part of sustainable land management and contribute to regional resilience. In the empirical part the presentation will focus on results from current patterns of governance in the case study of Leipzig and Western Saxony deriving from content analysis and expert interviews.

This topic has been one of the reasons the German Federal Ministry of Education and Research initiated the funding measure “Sustainable land management”. The research program focuses on regions which are severely affected by new drivers of land use change. All projects work on a transdisciplinary basis in order to overcome barriers between disciplines, to include local stakeholders and to elaborate action-oriented concepts and strategies. The Scientific coordination project of module B, located at the Leibniz Centre for Agricultural Landscape Research, reflects core research questions of the funding measure.

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Planning for Renewable Energy: Lessons from the UK's Devolved Administrations

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Keywords: renewable energy, planning devolution

The planning system has been put forward as a key element in facilitating the low carbon transition (Bulkeley 2006, While 2008), by reducing carbon footprints through initiatives such as encouraging less-energy intensive development, reducing the need to travel or promoting sustainable forms of transport. It has also played a key role on encouraging a shift to more renewable sources of energy, through establishing the spatial 'rules' for its regulation, consenting of specific projects and acting as the key arena for mediating a range of social concerns over the resulting socio-technical shift. Despite having this key facilitative role, planning is also regularly seen as a key impediment to renewables, particularly on-shore wind (Ellis et al 2009). There is however, little known about what makes the 'best' approach to planning for renewables and indeed little discussion on how to judge the effectiveness of a planning regime for this issue – is it one that maximises generating capacity, protects or landscapes or biodiversity, or perhaps one that maximises social acceptance of renewable developments?

The UK offers a useful context for exploring these issues, with its four main territories (England, Northern Ireland, Scotland and Wales) having broadly similar institutional arrangements, but autonomy over spatial planning during the period in which renewables expanded across the landscape. Each of these jurisdictions has sought to use their planning system to encourage renewables with subtly different discourses, regulations and spatial strategies. Such an 'experiment' offers some important insight into what 'works'.

This paper will draw on a two year study funded by the UK's Economic and Social Research Council (RES-062-23-2526), which has charted the effects of devolved administrations on policy and delivery of renewable energy from 1990 to 2012. Drawing on more than 80 interviews, documentary analysis and secondary data sources it describes the growth of renewable capacity in each jurisdiction, explores the spatial strategies adopted and analyses the way in which the broader institutional frameworks in which planning for renewables has emerged. The paper uses this analysis to consider the lessons that can be drawn from the comparable experience of the devolved administrations in the UK and points to the ways in which we should evaluate the effectiveness of planning regimes for renewable energy.

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New Approaches, Strategies and Tools of Urban Transformation for Energy Sustainability

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Keywords: government of territorial transformation, environmental sustainability, new cognitive/interpretative approach, tools and techniques for managing urban transformation

This paper proposes a useful reflection to redefine a new cognitive approach to the study of cities and new tools for managing urban transformation. This aim can be achieved through a reading of the latest tools and strategies oriented towards environmental and energy sustainability, adopted in some European and Italian cities to contrast and/or mitigate the effects due to climate changes. Most of variables involved in the debate on climate changes has considerable impacts also on urban systems and this leads to address the knowledge, the managing and the implementation of urban transformation in a systemic and multisectorial perspective as indeed the concept of resilience currently proposes and how the researchers and the practitioner community have been committing to develop for decades. The effects of the climate changes on the urban areas are widely recognized and discussed because of their enormous social, economic and environmental impacts. The different variations that these effects can take from territory to territory enhance the hard task of policy-makers and planners who have to work under conditions of increasing uncertainty in the attempt to outline future scenarios in systems characterized by high complexity and dynamism. In this context it is required to develop new cognitive and methodological approaches, and to update tools and operational techniques of managing territorial transformation that «should adapt to the dynamism and diversity of the city» subjected to climate changes (Papa, Gargiulo 1995). In this perspective, the concept of resilience can be used as a guiding principle for the future growth of the city, integrating a systemic approach, which currently seems to provide good guarantees of connection with the studying systems. Through the lens of resilience is possible to look at urban development as a process that evolves as a result of both endogenous and exogenous events, unexpected and unpredictable, involving the reorganization of the urban system towards a new dynamic equilibrium state. The paper has been divided into three parts referring to as many search results. The first part is oriented to the definition of a new cognitive/interpretative approach that incorporates the concepts of sustainability and resilience; the second part suggests a reading of the more recent innovations in the programming and planning tools of some European states due to the adoption of the concept of resilience; the third part of the paper, finally, describes and compares the most innovative energy and environment strategies promoted in some European and Italian cities in order to counter and / or mitigate the effects of climate change.

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Session 3-13 Spatial and Ecological Sustainability to Mitigate Climate Change

Managing the Adverse Impacts of Climate Change: A Spatial Framework

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Keywords: sustainability, spatial structure, climate change, regionalism, sense of place

Mitigating and adapting to the adverse effects of climate change are at the forefront of public debate and policy, worldwide. The effects include but are not limited to significant disruption of plant, animal, and human ecosystems, such as shifts in the geographical distribution and composition of habitats, degradation of ecosystem services, more rigorous hydrological cycles, intensified heat island effects, and increased extreme weather events and weather-related mortality. Proposals for addressing the effects, however, have grown substantially in the past two decades, but the results have been mixed. This paper investigates the prospects of an emerging spatial framework, *sustainable regionalism*, as a strategy for dealing with the adverse effects of climate change in metropolitan areas.

Sustainable regionalism seeks to create, revitalize, and restore the ecological region in metropolitan areas through the physical design and planning of neighborhoods, villages, and cities within a region from a regionally-based sustainable perspective. It fuses ideas from regionalists Geddes-MacKaye-McHarg concept of natural regionalism, architect Kenneth Frampton's notion of critical regionalism, the sustainability paradigm, and together adapted to contemporary socio-cultural, economic, political, and environmental forces shaping the metropolitan landscape. The output is an interconnected, place-specific compact and culturally appropriate settlements lodged in their ecological contexts, that embrace and promote the essential qualities of American urbanism---diversity, connectivity, mix, equity, public realm, ecology, and place.

This paper examines the effects of adverse climate change focused on shifts in the geographical distribution of plant and animal species and increased weather events such as heat island phenomena and flooding. Key promising efforts in addressing these effects are summarized. The sustainable regionalism spatial structure is reviewed and evaluated for its prospects to mitigate and adapt to specific adverse effects of climate change. The paper concludes by proposing refinements to the sustainable regionalism to dramatically increase its sensitivity and utility in managing the undesirable effects of adverse climate change.

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Multicultural Assessment of Ecosystem Services across an International Border: Lessons for Land Use Policy in Hyper-Arid Regions

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Keywords: ecosystem services, stakeholder input, Jordan, Israel, natural resource policy

The concept of ecosystem services (ES), benefits that humans derive from nature, has emerged as a dominant theme for natural resource management and land use policy (Kareiva et al. 2011). Integrating ecosystem services into policy begins with an ES assessment, which includes identification, characterization and quantification of the services in a given ecosystem. Most scholars recognize the need to integrate multiple disciplinary approaches for ES assessment (Burkhard et al, 2010), but for the past decade this has been done by ecologists and economists. Without the input of non-economic social analyses there remains a large knowledge gap regarding stakeholder perceptions of ES. Social ES assessments, which can fill such a gap, are crucial for three reasons. First, ES are as much of a social concept as a biological one and social ES assessments can assess that part of the range of ES that ecological expert knowledge cannot. Second, many ES (“cultural” services) have non-utilitarian value cannot be accurately assessed in monetary terms. Third, since public policy is a social process informed by stakeholder opinions and perceptions, understanding social preferences regarding ES can increase the politically viability and potential success of policy.

In this paper, we contribute a non-economic social approach to ES assessment. We report on the results of trans-border, survey-based research on attitudes and behaviors vis-à-vis ES of local residents in the hyper-arid Arava Valley of Jordan and Israel. We completed three hundred questionnaires querying two population sectors (rural and urban) in each of the two countries in order to understand how they perceive the services they receive from their natural environment. The questionnaires included 93 questions divided into 8 batteries that focused on 1) perceptions of local environmental conditions, 2) involvement in outdoor activities, 3) economic dependency on local natural resources, 4) opinions on local economic development initiatives, 5) importance of self, family, community and nature, 6) concern regarding local and global environmental challenges, 7) environmental behaviours, and 8) perceptions regarding environmental change.

We draw two sets of conclusions from our results. First, we assess awareness among local people regarding ES and draw conclusions regarding how to better integrate stakeholders into policy formulation for sustainable ecosystem service management. Second, we uncover how significant a political border can be in defining the relationship between a population and their natural environment (López-Hoffman et al. 2010).

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Urban Ecology and Growth Management in China: The Ecological Boundaries Policy in Shenzhen

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Keywords: urban growth, ecology, regulation, China, Shenzhen

Ecological regulation is often seen as a constraint on economic development, but literature has also demonstrated how nature conservation can serve the interests of economic and political elites. This paper takes forward this debate about the urban politics of ecological regulation in the Chinese context, investigating how the spatial claims of the humans and ecology are addressed through processes of governance and regulation. Empirically the study focuses on development and implementation of a new 'ecological boundaries' policy in the fast-growing city of Shenzhen designed to help protect environmental assets as city leaders seek to move to a second stage of urban development. Through detailed empirical investigation we demonstrate that this strategy was not necessarily just about the regulatory attempt to secure a 'biophysical fix' in response to pressures and demands nature conservation, but reflected the use of ecological arguments to help support a re-regulation of society and space in line with the interests of the city's growth regime. The paper provides further evidence of the ways in which ecological goals might be harnessed by growth interests, but we point the particular ways in which 'ecological gentrification' (Dooling 2009) might unfold in the context of differentiated urban restructuring in urban China.

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Ecological View of the Spatial Forms of Chinese Traditional Rural Settlements in the Agricultural Society

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Keywords: rural settlements, spatial form, ecological plan

There are millions of natural villages spread on the vast land of China like stars scattered in heaven. For thousands of years, myriad farmers who lived on the land farmed diligently and meticulously. They had developed the famous agricultural culture while maintained their reproduction and survival on farming.

Many rural settlements of different types have been bred in the agricultural society which has self-sufficiency and regional characteristics. They were built by residents using local materials, after long-time experience accumulated through the trial and error method. This paper attempts to analyze the relevance of the spatial layout, architectural space and form, building materials and the particular ecological environment, thus sums up the strategies of how to transform the local ecological environment scientifically and adapt the spatial form of the traditional rural settlements to the surrounding environment, which will be applied in today's ecological planning. Specific studies are as follows:

Rural settlements spread on different terrains of plains, hills and basins generated different spatial layouts including group type, linear type, mixed type, etc. We can learn to make site planning effectively and intensively by analyzing the relevance.

Limited by the productivity in the agricultural society, the ancients summed up a set of passive design methods by accumulating a large number of practical experiences for improving the quality of life. The methods which were in coordination with climate environment included the design for streets, squares, courtyards, architectural floor plans and the manner of how to make the exterior walls, roofs, outer skins and different architectural components respond to the different climatic factors such as rainfall, humidity, wind and sunshine. The passive climate-adaptive design methods can be applied in the low-carbon, low-power planning and design which have very broad application prospects.

Due to the limitations of transportation in the agricultural society, people were forced to use local building materials to construct the rural settlements. The ancient craftsmen preferred to apply different production process on different natural resources to produce building materials adapted to the local climate. Since the characteristics of building materials and modulus design, the majority of construction materials such as bricks, wood components can be recycled to build new houses after demolition. Research of the construction methods and the craftsmanship of local materials will contribute to the design of low energy buildings with local characteristics.

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Session 3-14 Integrated Development Concepts

Planning Slow Landscapes: The Experience of Alphen-Chaam, The Netherlands

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Keywords: slow landscapes, Cittaslow, values in transition, sustainable infrastructures

Since more than half a century, a gradual transition from the value of 'speed' to that of 'slowness' in informing the conception of the urban space seems to keep taking place at global level. Such transition is particularly evident in relation to the role of 'automobility' in influencing, when not determining, urban planning and design. Taking as symbolic moments of such 'value transition' the Futurama exposition of 1939 (New York) and the foundation of the Cittaslow global movement in 1999 (Italy), it can be observed how the attractiveness of the big city enhancing 'fastness' keeps, indeed, being replaced by that of the smaller city enhancing 'slowness' (Knox 2005, Mayer and Knox 2008). Within the overarching ideas of environmental conservation, the promotion of sustainable development, and the improvement of the urban life, Cittaslow aims, among other things, at 'the use of technology oriented to improving the quality of the environment and of the urban fabric', and 'to promote dialog and communication between local producers and consumers'.

The paper frames the Cittaslow movement and the related 'slow landscapes' credo in the perspective of historical value transition (Cilliers 2006), and presents the key-results of a project developed in the context of the course Atelier Landscape Architecture and Planning at Wageningen University in the first half of 2013. The Atelier course consists of a project-based assignment, supervised by multidisciplinary faculty staff, throughout which Master students meet the specific demand of an external commissioner. In 2013 the Atelier project was commissioned by the municipality of Alphen-Chaam, a small village in the heart of the Dutch Brabant region that joined the Cittaslow movement in June 2010. The assignment consisted of identifying a set of policy, planning and design measures suitable to implement the Cittaslow philosophy.

The paper discusses the development of the Alphen-Chaam assignment across four main thematic areas, namely, slow energy, slow mobility, slow food and slow tourism. Specific projects, developed in relation to each of these areas, are shortly described. In the conclusions, the paper elaborates on the general 'lessons learnt' from the Alphen-Chaam experience suitable to become a guidance for the planning of 'slow landscapes', which constitute the horizon of the undergoing transition towards more resilient and technologically sustainable landscapes within, and beyond, the Cittaslow global movement.

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Towards an Integrated Energy Landscape

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Keywords: resilience, energy transition, adaptive governance

The energy system can be considered as a complex adaptive system that adapts continuously to changing conditions. Currently, many conditions relevant to the energy system are changing, such as the depletion of fossil fuels, the economic crisis, climate change, and public concern with sustainability. This urges for strategies of adaptation: utilisation of renewable energy sources, domestic energy production, etc. The capability of a system to adapt to the changed conditions indicates its degree of resilience. The degree of resilience is a useful guideline for planners to understand how an energy system may adapt successfully to changing conditions.

Adaptation of the energy system involves many sectors, such as spatial planning, economics, psychology and technology that touch upon multiple layers of society. With the term “transition” we try to get a grip on multiple and interrelated changes. Since the Dutch national government adopted the term “energy transition” in 2001, more than 10 years ago, a wide variety of research projects have been undertaken on the problems related to the transition from the fossil-based energy system to a sustainable renewable-based energy system (SREX, Quicksan Energy&Space, a.o.). Although the “energy transition” is a widely discussed topic in The Netherlands, still fossil fuels determine and configure the energy system. Only 4,2% of the Dutch energy was provided by renewable energy sources in 2011, compared to about 20% in Germany and about 11% in the US.

In this contribution to the YA AESOP 2013 we discuss a new role for the spatial planner in the energy transition. The spatial dimension is becoming important for the allocation of renewable resources and for a smart functional differentiation in a region. The landscape becomes indispensable for resilience of the system. A renewable-based energy system will also imply new roles for organisations. Traditional boundaries between energy provider, energy user and the state as regulator become fuzzier. As a consequence, a renewable-based energy system involves a spatial-institutional transformation, resulting in what we call a new energy landscape. We argue that an adaptive governance approach focused on resilience enables a successful transformation of the energy system. We base our research on case studies in The Netherlands and Germany. Data is collected in workshops, interviews and fieldwork in the case study areas.

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Energy Turnaround: New Challenges for Integrated Spatial and Infrastructure Development in the Case of Switzerland

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Keywords: energy turnaround, integrated planning, “Spaces and Projects of National importance – SAPONI”

The paper stresses the new challenges of integrated spatial and energy infrastructure development due to the on-going changes in the production and consumption of electrical power. These changes affect the built-up infrastructure of the European Electricity Network, of which Switzerland is a part, and due to its location and its high capacity of water storage plays an important role, as electricity hub and battery, in the remodelling and rebuilding process of the electric energy network. In addition the proposed phasing out from nuclear power challenges the Swiss energy system, as renewable alternatives must replace nuclear power (Akademien der Wissenschaften, 2012). This situation generates high pressure on land for new power lines, storage capacity and renewable energies. As the required locations for infrastructure and settlement needs are especially limited in Switzerland with its specific mountainous topography, the new requirements bring up several land use conflicts, with the consequence of reducing the public acceptance for infrastructure projects, of slowing down the planning processes and even risking the implementation of sustainable solutions.

Hence, this research project, funded by the Swiss National Science Foundation, starts with the assumption that many of these conflicts arise from a lack of integrated views within spatial and infrastructure planning. To overcome proactively this lack, even before the conflicts show up the comprehensive planning practices should notice possible conflicting situations. Nevertheless, giving the limited financial and manpower resources, such planning practices must function in a context of efficiency and therefore through the prioritisation of planning actions. As first step, planners have to be aware of the potential locations and projects of high importance (on SAPONI refer to Scholl, 2012). An overview about these spaces is critical, so in the first project module I evaluate the SAPONIs with regard to the electric energy changing process. In order to create preliminary sketched maps with potential SAPONIs I am mapping relevant elements of the (power) system structure (Tietz, 2007) and associated and conflicting land uses, and integrate the information elicited from various sources. These sketches serve as a visual basis in the interviews with professionals from planning and energy infrastructure institutions, and later on will be adapted to create an overview map of prioritised spaces for integrated planning. In this paper I present and discuss in detail the method and its significance for integrated planning practices, and also illustrate key findings on the most relevant sketches. The paper shows how multiple layers of complex information can become easily accessible and effective within the planning practice.

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Clean Energy Innovation in US and UK Local Authorities

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Keywords: energy, climate change, policy innovation, collaborative planning

Our paper compares approaches to climate change mitigation planning among leading local authorities in the US and UK. We present a new, unique contribution to the literature by focusing on strategies to promote clean energy use (energy efficiency and renewable energy) and examining how certain local authorities have become leaders in that domain. Clean energy is an important new issue in planning, as it both reduces the carbon footprint of our local communities and makes them more resilient in the face of dwindling conventional energy supplies.

This research began with a rigorous review of prior academic articles, government documents, and third-sector reports to prepare a list of local authorities in the US and the UK that have adopted notable local clean energy strategies. We then chose five leading localities in each country and conducted detailed case studies based on a series of in-person and telephone interviews (four per locality) and a content analysis of relevant plans and policy documents.

Based on these case studies, our paper compares the energy planning approaches that have been taken in the UK vs. US localities and discusses the challenges and opportunities presented by the national political contexts and policy frameworks in each country. It also examines the stated motivations for pursuing clean energy planning and the manner in which plans and policies were developed in order to identify common traits or approaches that have helped the local authorities in both countries to become clean energy leaders and innovators.

Previous studies of local authorities in the UK have described climate change planning as an example of multi-level governance among various scales of government and non-governmental actors (e.g., Bulkeley and Betsill, 2005). In the US, a prior assumption that climate change mitigation planning was limited to a narrow range of localities with certain shared demographic and political traits has been challenged by more recent findings in which the adoption of mitigation policies is influenced by various measures of local institutional capacity (Krause, 2012) and collaborative planning approaches (Pitt, 2010). We merge these lines of reasoning to compare how our leading local authorities have used collaboration with local stakeholders and coordination with other government agencies to foster clean energy policy innovation. In addition to furthering the literature on climate change mitigation planning, these results will provide a useful guide to policymakers in both countries who wish to follow the example of leading localities and develop their own innovative clean energy strategies.

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Session 3-22 Coastal Resilience and Sea Level Rise

Evolutionary Resilience and Adaptation to Climate Change in European Coastal Regions

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Keywords: resilience, climate adaptation, coastal management

This paper aims to apply a four-part resilience framework to critically examine the approaches to climate change adaptation in coastal regions in Europe. The framework has been developed by Davoudi et al (2013) by drawing on three broad perspectives on resilience – engineering, ecological, and evolutionary (Davoudi, 2012). Rotterdam in the Netherlands and the Norfolk Broads in the UK are selected as case studies. These coastal areas are among the ten case studies undertaken for a four-year European FP7 research project, ARCH.

The paper argues that the approaches to climate adaptation in these coastal areas veer between a standard ecological understanding of resilience and a more rigid engineering model. Their emphases are on identifying exposure and vulnerability to risk from climate events, and applying a recovery-focused approach, with the overall aim of bouncing back as quickly as possible from the consequences of such exposures to a normal state, rather than on the dynamic process of transformation which can envisage radically different future trajectories. The paper concludes that developing resilience involves planning not only for recovery from shocks, but also cultivating preparedness, and seeking potential transformative opportunities which emerge from change.

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The Rise of Resilience: Evolution of a New Concept in Coastal Planning in Ireland and the US

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Keywords: coastal resilience, climate change adaptation, land use management, governance

The perceived strengths of resilience as a concept stem from its grounding in the ecological sciences. This starting point enables resilience to encompass more system complexities than a traditional vulnerability or hazards approach. In this paper resilience is defined as the ability of a system, community or society exposed to hazards to resist, absorb, accommodate to and recover from the effects of a hazard in a timely and efficient manner, including through the preservation and restoration of its essential basic structures and functions (UNISDR, 2009).

This paper's objective is to investigate the evolving concept of coastal resiliency as an ontological framework used to aid with the process of climate change adaptation with a focus on place specificity. This aim is achieved through carrying out a critical analysis of Irish and US academic and policy literature. The authors present a discrete number of case study examples from both Ireland and the US to help outline the similarities and contrasts in approach. The paper outlines how coastal resiliency has evolved in the both the Irish and U.S. context. It furthermore looks at the question of whether coastal resiliency and the related concept of climate change adaptation represents a paradigm shift toward ecological or whole systems thinking, or whether it maintains the dominant anthropological perspective of earlier hazard mitigation approaches under new guise. To do so, the paper explores concept of "retreat," as it applies to coastal resilience (Abel et al, 2011). Since retreat is a wholly ecological approach to "resilience," it could be seen as the premiere example of restoration in the service of system sustainability - "sacrificing" some neighbourhoods or homes for the greater good.

Results indicate that resiliency is a concept that is engaged with by planners in both Ireland and the U.S. to varying degrees, and that there is a discernible shift in the direction of broader inclusion of concerns about human-environment interactions. The focus on climate adaptation as more than simply enhanced hazard mitigation exemplifies that shift. Discussions of retreat are further evidence that combined ecological-anthropological approaches are gaining traction, though planning actions taken and factors considered continue to be dominated by parochialism and local needs to the exclusion of larger polities and regional environmental concerns.

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Three Feet High and Rising: An Examination of the Likely Effects and Potential Responses to Sea Level Rise in Coastal Georgia

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Keywords: sea level rise, social vulnerability, physical vulnerability, adaptation planning

Sea level rise driven by climate change is one of the biggest challenges facing coastal communities. With over half of the world's population living less than 100 miles from the ocean and with coastal cities having a population density that is three times higher than the global city average, sea level rise poses a substantial threat to human civilization (Allison et al., 2009). There are many negative social and economic effects that may result from sea level rise such as the loss of communities and historic structures, devastation of infrastructure, contamination of ground water by saltwater intrusion, and the loss of important coastal wetlands and habitats. Though sea level rise is a slow process, communities must plan well in advance in order to develop adequate adaptation strategies to help mitigate future social, economic and environmental losses.

In this paper, we present findings from a semester long studio project funded through the Georgia Conservancy. We examine the effects of sea level rise on the Georgia coast, and explore potential responses for coastal communities. We specifically focus on three coastal counties, Chatham, Liberty and McIntosh Counties. A 1-meter bathtub model constructed by the Skidaway Institute of Oceanography was used to assess the impacts on the social and physical geographies of the Georgia Coast. Using a high-resolution digital elevation model and sea level projection rates, we also estimate sea level rise at twenty-year intervals. Estimating more immediate impacts allows communities to prioritize adaptation responses.

We examine a range of physical and social impacts and analyze impacts on both socially vulnerable populations and globally ranked critical habitats. We estimate that 30.5% of the land is projected to be inundated by sea level rise by 2110. Fifteen percent of all households, and over 50,000 people will be impacted, with a large percentage concentrated in Chatham County/Savannah. Of the total population, over 30% are non-white and 15% are over the age of 64. Additionally, 6,957 jobs (4.9%) will be lost to sea level rise with 34.2% of the inundated jobs held by African Americans. More than 50% of the land that is currently designated as parks and conservation is threatened by sea level rise, a majority of which are wetlands. Many of these wetland areas are endangered and extremely rare habitats. Our adaptation responses examine alternatives ranging from full protection through various types of accommodation to full retreat. The findings and recommendations can be used to inform the development of adaptation plans as well as educate stakeholders and planners on the potential risks of sea level rise on coastal communities.

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Using Ecosystem Services in Coastal Strategic Spatial Planning: A Case Study on Jiaozhou Bay

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Keywords: ecosystem services, coastal spatial planning, institutions, EU, China

Climate change and anthropogenic stresses like over-harvesting and pollution tend to influence the marine environment on various aspects, including increased risk of coastal erosion and saltwater intrusion, decline of certain habitats, and impacts on species richness. Overall, changes in the functioning of coastal ecosystems and the loss of goods and services play a fundamental role in spatial planning efforts for coastal zones world-wide.

An ecosystem-based approach has become widely accepted as a key framework for addressing these challenges and helps establish resilient coastal areas. In particular, the concept of Ecosystem Services takes a compounding role in environmental planning and management at all levels of decision-making (de Groot et al., 2010). This paper clarifies this role and explains why it is important that institutions and governance systems are in tune with ecosystem dynamics and ecosystem services (Folke et al., 2007, Millennium Ecosystem Assessment, 2005).

The paper further establishes a comparative overview on the question how coastal ecosystem services are perceived in the practice of coastal spatial planning. Three cases are examined, including the Thames Gateway Estuary in the UK, Rotterdam Harbour Area in the Netherlands and Jiaozhou Bay in China, offering an international comparative perspective. For every case, this paper identifies ecosystem services generated by the coastal environment and its context. On this base, references to ecosystem services in pertinent documents for the cases (including policy and legal documents, annual reports, and strategic planning documents) are studied. As a result, varying degrees of recognition and perception of the importance of coastal ecosystem services, as well as discussions about the trade-offs between different services, are identified. Reasons for varying levels of inclusion of the concept in the spatial planning for these English, Dutch and Chinese coastal zones are related to differing institutional contexts and, therefore, diverging potential of using the ecosystem services concept for spatial planning and management to establish resilient coastal zones in general.

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Session 3-15 Social and Political Incorporation of Sustainability and Climate Change

Becoming a More Sustainable Society: An Approach to Tracking the Culture of Sustainability in Organizations and Cities

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Keywords: sustainability culture, survey research, organizations, universities, cities

For several years, opinion polls in the United States have been tracking public attitudes about climate change. Despite extremes in weather patterns around the world and irrefutable scientific evidence that climate change is occurring, a significant number of Americans are “dismissive” or “doubtful” about its existence reflecting different scientific and political philosophies. Evidence from college campuses throughout the U.S. and elsewhere suggest a higher level of concern about climate change than that found among the general population. In large part, this reflects both student-initiated programs aimed at making their universities more sustainable and the initiatives of college administrators designed to reduce energy and other operating costs. While students who are “eco-activists” may represent the culture of sustainability at a particular university we speculate that there are significant numbers of students who are oblivious to climate change and issues of sustainability. Similarly, it is hypothesized that while climate change may be of concern to urban populations, their willingness to adapt to a more sustainable lifestyle is problematic. To test these hypotheses, surveys that measure the culture of sustainability in organizations such as universities and in cities are needed.

This paper describes an approach to measuring the culture of sustainability in an organization devoted to higher education: the University of Michigan. It also discusses how these measures are intended to inform university administrators about its progress in creating a more sustainable campus.

First, the paper reviews a campus-wide integrative assessment of sustainability activities and the four broad goals emanating from that assessment. The goals cover waste reduction, climate action, healthy environments, and community awareness. It then describes the process of addressing community awareness through a research program involving people-environment interactions. Specifically, the program calls for a multi-year collection of data about the behaviours, levels of understanding (knowledge), and commitments and dispositions, and environments of students, faculty, and staff. Using survey data collected in fall, 2012, selected findings from the initial data collection are presented. Plans for on-going analyses, their uses by the university, and subsequent data collections are then reviewed. Finally, an approach to replicating this effort in other universities including other organizations and in cities is outlined.

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Environmental Sustainability in Practice: Local Government Features that Support Implementation

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Keywords: sustainability, implementation, institutional factors

Sound environmental practices are a crucial condition for sustainability and resilience, whether they are conceptualized at the global or local level, and whether the focus is on water quality, ecosystems, energy conservation, hazard or climate change mitigation.

Local governments have a leading role in sustainability implementation, and there is evidence that outcomes vary widely across localities. The literature suggests that gaps in implementation are caused largely by institutional barriers, such as reluctance to change and innovate.

Our research, funded by the US National Science Foundation, identifies the features of local government agencies that support or hinder implementation. It builds on an interdisciplinary conceptual framework that integrates theories of change, adaptation and implementation from the fields of planning, organizations, management and sociology. The framework was vetted by an international expert panel of 21 planning academics and professionals. The key features hypothesized to affect implementation include agency capacity, culture, structure (vertical and horizontal integration), the framing of sustainability, decision-making processes and local and supra-local contextual factors.

The framework is tested in the US and New Zealand. Key concepts were operationalized and measured via an in-depth survey of 250 planning professionals active in local government agencies. Respondents described how sustainability is implemented in practice, e.g., stormwater management, sensitive lands protection, energy efficiency in private and public buildings, non-motorized transportation, renewable energy development, hazard mitigation, climate change mitigation etc. They also described their agencies, e.g., the local culture of innovation or risk-adverse attitudes, staff training, leaders' commitment, hierarchical structures, degree of integration between staff across departments, external political pressures.

The measurement of latent constructs such as agency culture and structure is complex but very robust, with Cronbach's Alphas between 0.8 and 0.9. Principal component analysis was used to identify factors that best describe each construct. The overall model is estimated using simple regressions as well as Structural Equations Modeling to identify the direct and indirect impacts of each local government features on implementation in practice.

Framing Sustainability

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Keywords: sustainability, low carbon, planning new settlements

Current academic notions of sustainability represent a shift in understanding. Rather than defining sustainability by the standardised and often ambiguous definitions, this work focuses on the details underpinning the interpretations.

The concept of sustainability needs to be contested and deliberated in order for it to 'work' in any given context and whilst the need to interpret and deliberate is recognised, few have explored how such interpretations work in practice, nor considered the influence this has on planning practice. As Owens (2003) stresses there is the need to explore further if sustainability practice is providing a forum for learning or if it has become a static and accepted notion.

This paper presents a critical analysis of the planning policy processes at play during the development of a new 'low carbon' settlement. The research questions the different interpretations, motivations and aspirations of the key stakeholders involved in the planning and development of the new settlement. By presenting a lifecycle analysis of the framing of sustainability throughout the planning and development of a new settlement it is possible to explore how different interpretations of sustainability impact on current planning policy and development practices.

The work adopts a case study based methodology, examining in detail the new settlement of Waverley, on the Rotherham/Sheffield boundary. Over 10,000 pages of secondary data including planning policy, team meeting notes, email exchanges, press articles and publicity material have been analysed in addition to interviews with the key stakeholders involved in the concept, application and development of Waverley. The analysis of such data explores how and when notions of sustainability are framed, contested and applied during a complex yet representative planning application. As the research seeks to explain which notions of sustainability are dominating and exerting the most power and influence over the development process.

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The Role of Political Commitment for Climate Adaptation in Urban Policy: With Insights from Amsterdam and Rotterdam

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Keywords: mainstreaming climate adaptation, political agenda, local government

Climate change is considered by researchers to be one of the most important future urban problems (Bulkeley, 2010). Climate risks can lead to serious economic damages and health impacts. Since the climate is already changing, cities need not to focus on solely mitigating the expected effects but also adapt to climate risks. Researchers often suggest to 'mainstream' climate adaptation in existing policy sectors for effective and efficient policy making. It is argued that for policy change to happen, the issue of adaptation needs to be placed on the political agenda (Kingdon, 1995). Thus far, in only few western cities, this has been achieved. Yet, research also has shown adaptation measures are adopted by cities that lack a climate change favorable political agenda (Uittenbroek et al, submitted). The central question in this paper focusses on why in some cities the issue did make the political agenda, while in other cities this has not succeeded (yet). And accordingly, attention is paid to the question whether or not political commitment has affected the mainstreaming of climate adaptation?

To answer these questions, we look at two Dutch cities; Amsterdam and Rotterdam. Only the municipality of Rotterdam has placed adaptation on the political agenda. In the municipality of Amsterdam there is political commitment for mitigation, but on the political agenda the issue of adaptation is largely ignored. Yet, evidence has shown that in both municipalities, actions are carried out that facilitate adaptation. Thus we hypothesize that whether or not the issue is on the political agenda, policy departments can apply mainstreaming strategies.

The aims of this paper are to understand the barriers to and opportunities for the agenda-setting of adaptation in these two municipalities and next, to explore the relevance of political commitment for mainstreaming climate adaptation. The multiple stream model of Kingdon (1995) and Pralle's (2009) overview of strategies for keeping an issue on the agenda will be used as analytical framework in an adapted form.

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Session 3-23 Climate and Environmental Conservation Plans

Clean Energy, Climate Change and the Second Generation of Natural Resource Management (NRM) Planning in Australia: An Analysis of Governance Risk

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Keywords: clean energy, climate change, natural resource management planning, evaluation, Australia

In 2011 the Australian Parliament introduced new legislation, the *Clean Energy Act 2011* (CEA), which came into force on 01 July 2012 to provide an economic solution to the problem of climate change. The CEA initially involves a government tax on carbon for 3 years until 01 July 2015, which then converts to a market driven emissions trading scheme (ETS). A key strategy for implementing the CEA in Australia is the \$A1.7 billion Land Sector Package (LSP) of measures. The LSP plans to protect and increase the carbon storage capacity in the landscape for greenhouse gas abatement as a key component of the future emissions trading scheme. It also provides fresh impetus for a next generation of Natural Resource Management (NRM) by linking market-based mechanisms to trade emissions against landscape management actions that deliver greenhouse gas benefits. Regional NRM plans will identify opportunities to improve landscape management across the forestry, farming and land sectors and in the context of climate change, and regional NRM arrangements will be key deliverers of programs that achieve management actions, and assessment and monitor progress. The CEA has clear potential to deliver economic and social benefits to regions in exchange for improved biodiversity, land and carbon and greenhouse outcomes on a scale not yet seen in Australia. This would build regional resilience to climate change and could potentially deliver the most successful reform of environmental management since the environment emerged as an important public policy goal. The realisation of this success however rests largely on regional NRM arrangements and particularly the next generation of NRM planning.

NRM arrangements have been in place in Australia since the 1990s to improve environmental management across the 56 NRM regions. While arrangements vary from state-to-state, they all involve partnerships between government and non-government stakeholders to coordinate and better integrate local community aspirations into environmental policy and planning and align capacities for action. First generation plans were developed and then brought into effect in the early-mid 2000's and second generation plans need to be rapidly developed. NRM Plan evaluation has been patchy in Australia as it has internationally. We take stock of the experience of First Generation NRM planning in Queensland and present the results of a rapid appraisal in light of the emerging requirements for the next generation of NRM plans.

Urban Climate Comfort Zones – From Urban Planning Guidelines to Local Interventions

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Keywords: adaptation strategy, urban climate, thermal comfort

Global Climate Change has a major impact on cities and their inhabitants. Even for the “average” city with “average” consequences the impacts are significant and need the attention of urban planners, the general public and decision makers. The number of heat days (high temperature days) in central and northern Europe for instance is going to increase significantly due to global climate change whereas the regions with already high summer temperatures in Southern Europe face longer and hotter heat periods.

The effects will be significant for the cities’ inhabitants and pose a major difficulty for the usability of the cities. The urban climate comfort zone approach described in this paper aims to address the problem. Human wellbeing depends very much on thermal comfort while acting outside. A temperature of less than 28° is acceptable for most people (no heat stress). An increase of heat days to more than 30 days per year as predicted for the built up areas of the case study area in the Stuttgart Region limits the usability of the open spaces, with potentially negative effects on the liveliness of cities which depend very much on the usability of the open space for its inhabitants for everyday uses and recreation. The urban comfort zone concept therefore aims to maintain and improve the usability of open spaces with regard to ambient temperature and humidity through urban planning guidelines focussing on the green infrastructure, walkability and accessibility of open spaces and local interventions.

A consortium of planning authorities, academia and SME work together to develop, test and evaluate the concept for urban comfort zones as an efficient means to climate change adaptation in cities. Based on the urban climate atlas of the Stuttgart region the built up areas with disadvantages regarding urban climate can be identified (priority areas). For those areas a detailed analyses of open spaces and walkability is performed in order to describe their significance for urban life and identify potential threats to the usability of open spaces due to temperature increase. A set of measures to reduce the effect of temperature increase is evaluated regarding cost-effectiveness, planning regulations, multi-functionality, urban design. One type of these measures is investigated closer, a green wall that serves as a noise barrier as well as a cooling and shading facility and water storage. The local planning authorities feed back the results learned into its urban climate action plans.

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POSTERS 3

The Use of Backcasting Scenario for Planning Adaptation to Climate Change in Sub-Saharan Urban Areas

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Keywords: scenario, backcasting, climate change, adaptation, Sub-Saharan cities

Planning for climate change adaptation in urban contexts is a major challenge due to increasing levels of future uncertainty, closely related to the complexity of socio-economic and environmental systems, and to the difficulty in predicting climate impacts.

This challenge is even more pronounced in the sub-Saharan cities. These are more exposed to extreme climatic events, over-urbanized, dynamic in term of settlements, as well as strongly dependent on the direct exploitation of natural resources.

Focusing its interest on scenario planning techniques, this poster addresses the questions of how climate adaptation planning in sub-Saharan urban areas can face this issue of uncertainty, and how, by orienting its planning horizon in the long-term toward a desirable future, can contribute to the identification of transformative societal projects oriented to sustainability.

Originated from the field of future studies, scenario analysis methods are increasingly used to design adaptation strategies by researchers and policy makers, as they are accounted as prominent techniques for anticipating and shaping the future (Börjeson et al., 2006). Explorative strategic scenarios have undoubtedly played a dominant role in informing impact, vulnerability and adaptation studies to date, above all at national and regional level (e.g. socio-economic scenarios, down-scaled climatic scenarios). However, when dealing with local context, the forecasting approach does not seem to be able to support transformative planning processes, as it is based on exploring dominant trends (Dreborg, 1996). As a consequence, a different scenario methodology, based on a normative approach, seems to be required.

This poster analyzes how the use of a normative scenario approach, in particular participatory backcasting (Robinson, 2003), can facilitate the development of successful long-term climate adaptation strategies at community levels, and promote systemic societal transition towards sustainability targets. The poster aims at contributing to this effort by identifying which features of participatory backcasting (community vision for future development, stakeholder learning, developing pathways) could assist communities and local agencies in organizing the information on climatic threats and opportunities, and in defining societal adaptation objectives, policy choices, and attractive system changes. The arguments are illustrated by a case study regarding the relevant issue of access to safe water by the coastal communities of Dar es Salaam (Tanzania).

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Using Remote Sensing Technologies for the Research of the Transformation of Ecosystems (Case Study Lake Sevan Basin)

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Keywords: ecosystem, remote sensing, vegetation index

The objectives of ecological monitoring of environmental compartments include observation of the state of soil and vegetation cover on natural-territorial complexes. It should be noted however that the state of observation objects has been continuously changing. The changes are of complex character and depend on spatial and temporal parameters. Application of remote sensing data (RSD) that encompass vast areas and reflect natural interrelations, allows exclusion of random or short-term changes, focusing thus on the processes of transformation of ecological state of the ecosystem under observation. The recent ecological situation in Lake Sevan basin results from the dynamics of landscapes predetermined by natural and man-induced processes. The qualitative and quantitative characteristics of these changes may be easily noticed on the satellite images as the ecosystems reflected on multi-zonal satellite images represent the whole range of objects differing by color, brightness.

For such a purpose remote sensing methods were employed based on the analysis of spectral curves and vegetation indices. The interpretation and classification of satellite images multi-zonal satellite images Landsat ETM (2001, 2006 resolution 28.5m), Landsat TM (1987, resolution 28.5m), Landsat SMM (1976, resolution 57m) were implemented at ERDAS IMAGINE (Leica Geosystems Inc.) environment.

For the spectral analysis the vegetation index NDVI (Normalized Difference Vegetation Index) was selected, which is not incidental as NDVI is best resistant to changes in a set of parameters.

Interpretation of the obtained results supports a conclusion that for the last 25- 30 years natural ecosystems of Lake Sevan basin underwent moderate and strong transformation seen in expansion of man-altered territories and vegetation-bare sites, landscape aridization and degradation.

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Flood Risk and Adaptive Planning

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Keywords: resilience, climate change, floods

Due to climate change, the relation between human settlements and natural hazards increasingly gains attention from researchers and policy makers. Although natural hazards have always existed, our ability to cope with extreme weather-related events still seems to be limited. Based on literature, this paper aims to explore how planning practice can deal with natural hazards in general, and flooding in particular, in the context of climate and societal change.

We can rely on a long tradition of research on risk mitigation for natural hazards. A shift can be noted from a safety approach, mainly implemented through infrastructural measures, to a more risk-oriented approach with multi-layered, non-structural strategies. However, climate change and a changing societal context challenge these practices. The climate change adaptation discourse deals with these challenges, although the notions of adaptation and adaptability are in this context conceived quite narrow, relying on and referring back to practices from natural hazards risk management. Besides, a shift in the understanding of spatial systems, with notions such as complexity, co-evolution and adaptive management, has led to new approaches with the emergence of concepts such as resilience and adaptive capacity, which deal with the uncertain nature of extreme events. However, the precise meaning and operationalization of these concepts is still unclear.

The first part reviews the existing frameworks on flood risk management arising from various approaches, i.e. natural hazards risk management, climate change adaptation and spatial resilience. Against this background of current practices and emerging ideas, a broader understanding of adaptability is pursued through literature review in related sciences and research fields, leading to an adaptive planning approach. The second part discusses the main elements and characteristics, both concerning process and interventions, of such an adaptive planning approach for natural hazards risk management in the light of climate change. A central theme is the (autonomous) adaptive capacity of communities to extreme events, and how to enhance this. As such it is a base for adaptive planning as an operational framework for innovative empirical research.

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TRACK 4: HOUSING, REGENERATION AND COMMUNITY DEVELOPMENT IN TIME OF CRISIS

SESSION 4-1 Housing Policies in Time of Austerity

The Housing Crisis: Backing into Real Solutions

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Keywords: housing, community development, co-operatives, land trusts

Over 4,000,000 homes in the United States are today in real but unexpected trouble. They are largely but not only single-family homes, carrying mortgages that the occupant cannot afford to pay and/or with mortgages exceeding the market value of the property. Their occupants are threatened, not only with losing their homes, but facing eviction in a tight housing market, with the danger of homelessness often in the background.

Yet the responses of government largely by-pass the causes of the problem, and attempt simply to ameliorate its most immediate consequences. They include extending the duration of payments on existing mortgages, modest reductions in the principal of the mortgage or its interest rates, surrendering title but remaining in occupancy as renters, or remedies where illegal or unconscionable handling by the processor of the mortgage can be shown. Yet they do not get at the root causes of the crisis, which are incomes inadequate to pay on the demand side and prices fixed in a speculative market on the supply side.

Solutions on the demand side would thus require measures outside the housing system: full employment, adequate health care coverage, educational reform, planning for accessibility and business development at the community and higher levels of government. But at the supply side, solutions would require a reconsideration of the provision of adequate housing for all at affordable costs. That would in turn require both examining the components of those costs and controlling them, and providing ways in which those costs can be met by subsidies where occupant resources are inadequate to cover them individually. Viewing the goal of public policy as the recreation of a “healthy market” in housing, and measuring health by rising property prices and the momentum of property transactions, leads away from real solutions.

A variety of such solutions exist, ranging from demand-side subsidies, public housing, and subsidized construction, to rent controls and anti-speculative property, zoning reforms, transportation improvements, and equity-oriented community development. Important would be use of alternate tenure forms, limited equity cooperatives, community land trusts, forms of usufruct, supported by clear legislation.

The United States has backed into major reforms that have viewed the provisions of the necessities of life, one at a time, as necessary obligations of government: food stamps to meet hunger, welfare clothing allowances for clothing, shelters for the homeless, hospital emergency rooms and subsidized health care for the ill. In each case, these measures have been backed-into when a crisis has arisen; the dominant approach has yet to recognize a right to food, clothing, housing, health care, as human rights that are among the purposes of government to fulfill. For meeting the housing crisis, recognition of a Right to Housing should be on the agenda.

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Reurbanization in the United States and Germany: A Comparative Study of Driving Forces and Spatial Patterns of Reurbanization in Portland, Oregon (USA) and Stuttgart (Germany)

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Keywords: re-urbanization, international comparative study, urban regeneration

After long years of inner city decline, first trends of re-urbanization emerged towards the end of the 1980s in North American metropolitan areas. These trends – often referred to as “urban resurgence” or “downtown rebound” – have accelerated and have become one of the most outstanding new characteristics of recent urban development in the US. In the 1990s, similar observations were made in West- and Middle European urban metropolitan areas: many regions experienced decreasing suburbanization levels and some regions even reported on a reversal of migration trends in favor of the central cities. However, such trends process of re-urbanization set in a few years later in the mid Nineties, starting from a different level, as the inner cities in European metropolitan regions never faced a process of decline to the extent that was known in North American cities. At present, re-urbanization is intensively debated in urban and regional research. Though the evidence of re-urbanization – seen as population growth in major cities following after a longer period of population losses – is hardly questioned any longer, there is considerable uncertainty about how these new demographic tendencies patterns in metropolitan regions can be explained, how long they will last and if they will affect all cities in the long run.

In our paper we want to investigate the divergence and/or convergence of recent trends of urban development in the USA and Germany. Do the processes of re-urbanization show the same characteristics? Are they similar in direction and intensity? We expect answers from systematically comparing processes of demographic, social, and economic developments in US-American and German metropolitan regions. We will present first results from a comparative statistical analysis focussing on the structural change in selected metro areas of both countries for the time period of 1970 to 2010. The analysis is based on US census data (recent census 2010) and on German municipal statistics and comparable spatial models. The study is understood as an empirical contribution to comparative international urban research. It pursues two main goals: (1) Generating hypotheses that allow for a well-founded social and spatial differentiation of urbanization and its driving forces; (2) Providing a solid theoretical background for the current debate on convergence and/or/ divergence of European and American urban development and urban policy.

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Shrinking Cities and New Planning Paradigms

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Keywords: degeneration, everyday, suburbs, spatial practice

A focus on shrinking cities invites large-scale planned intervention; viewed from an Archimedean point the perforated city requires expert re-planning. We seek to develop on the shrinking city discourse in a number of ways in this paper; first, we note that often discussion is linked to a few stellar cases such as Detroit or Leipzig. We draw on an ordinary city approach advocated by Robinson (2005), that is, we seek to test the limitations of the shrinking cities motif which focuses on the exceptional and which may be critiqued in much the same way as world city and mega city categories as detracting from the regular task of managing the everyday city. In this context we ask what constitutes a shrinking city; is it merely about a loss of population or are other metrics useful too; a shrinking of the working age population, of employment, incomes or softer measures such as trust? Second we seek to question the role of scale in the shrinking city debate. Classic shrinking cities such as Detroit and Leipzig appear to confirm a familiar story of parasitic suburbanism (Beauregard 2006), where development outside the core jurisdiction does not contribute to the city core. However, if we look across the shrinking city we may find zones or neighbourhoods of contraction in the suburbs as well as the centre; in some cases, such as Liverpool, the centre may be growing while the suburbs decline. Third, we find it useful to draw on Lefebvre's distinction between representations of space and representational space in order to question 'objective' planned intervention in the shrinking city (Lefebvre 1991). Employing an everyday perspective, and looking across the variegated space of the shrinking city – which can simultaneously contain growth and decline – we focus on the role of community action in seeking to address the wider metrics of shrinkage. In comparing how city officials and communities respond to the challenges of neighbourhood degeneration we follow Lefebvre in refuting a simple dichotomy between expert and lay-person, between town hall and street; rather, in drawing on research in Merseyside (UK) and Kitakyushu (Japan), we seek to look at spatial practice to explore the synergy and disjuncture between official and community responses to degeneration.

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The American Housing Bubble: Lessons for Planners

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Keywords: housing, bubble, correction

Over the last two decades, the United States has witnessed the formation of a huge housing price bubble, its collapse, and the market's very slow correction. The collapse generated huge problems not only to housing markets, but to the economy as a whole. Housing markets, and the planners who guide them, have assumed for too long that housing prices reflect the underlying strength of a market. Examination of Census data will demonstrate that housing prices deviated far from the underlying fundamentals of population and income growth. Changes in housing prices, household formation rates, and household incomes will be studied from 1990 to 2011 for the United States as a whole as well as for its larger metropolitan areas. The outcomes from this study will identify the extent to which prices deviated from the market's ability to support both the prices and the quantities of housing and will demonstrate that prices are not a reliable indicator of housing market conditions. Planners can learn from the bubble and its slow correction. The lesson is to rely on market fundamentals to guide the pace of growth of housing markets so as to avoid future bubbles.

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Impacts of the Irish Property Crash and the Post-crisis Housing System

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Keywords: mortgage crisis, Ireland, mortgage arrears, housing policy, deregulation

Between 1997 and 2007 Ireland experienced an unparalleled residential property boom, with huge increases in housing supply, house prices, mortgage borrowing and leveraging. Banks recklessly expanded the mortgage market under an increasingly liberalised regulatory regime, and successive governments encouraged the expansion of home ownership to the demise of other tenure forms. Recently, Ireland has experienced a reversal in its economic fortunes, as the property bubble which sustained the economy suddenly burst in 2007 (Kelly 2010). Since then, many of Ireland's banks have been nationalised and recapitalised with taxpayer monies, which in combination with a collapse in the domestic economy, forced the country into an international bailout. Property prices have fallen by over 50%, coinciding with massive reductions in household income and rising unemployment. This has produced a very serious situation regarding negative equity and mortgage arrears. Approximately 50% of total outstanding mortgages are in negative equity, while almost 18% of mortgages are in arrears (Moody's Investors Services 2012).

Despite the severity of the crash, little is known about the extent of the difficulties facing households, particularly at the micro-neighbourhood level. Publically available data is produced only at the aggregate banking sector level and information regarding the kinds of borrowers and mortgages in distress is virtually non-existent. Unlike in the United States, spatial datasets of mortgage defaults or foreclosures are unavailable (Wyly, Moos et al. 2009). This paper addresses this gap by utilising data from a recent large scale survey of households in north Dublin which dealt specifically with the issue of mortgage arrears. The paper begins with an overview of market trends over the bubble and the crash. It then discusses the extent of the mortgage crisis by analysing the social profile of borrowers in arrears and the characteristics of the neighbourhoods in which they are clustered. Finally, the paper considers how the crisis might influence the future housing system, particularly whether attitudes are changing in relation to home ownership and whether a more resilient housing system may emerge with greater emphasis tenure diversity.

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SESSION 4-2 Housing Market Failures

Questioning the Concept of Failure in Housing Markets: The Case of Housing Market Renewal in Liverpool

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Keywords: housing renewal, housing markets, urban regeneration

The case for intervention by policymakers in housing markets often turns on the concept of market failure as specifically applied to the secondary market for residential property. However, diagnosing what the characteristics of market failure might be is problematised by the fact that transactions in 'housing' (broadly construed) are so complex. From the context-specific geographies of neighbourhood traits and the hedonic characteristics of individual properties to the surrounding context of national macro variables and the effects of globalised financial services linked to mortgage lending the range of factors that might affect local price volatility are legion.

Around the millennium rising concern about low demand and housing abandonment in some urban housing markets in northern Britain led to Government response in the form of a policy known as Housing Market Renewal. This controversial policy sought to stabilise market conditions, particularly through supply-side interventions. The post-2007 economic crisis has seen not only a conspicuous return of 'market failure' to commentators' vocabulary but also a huge loss of faith by the general public in markets in general.

Building upon the work of Nevin and others (Lee & Nevin, 2003; Nevin, 2010; Leather & Nevin, 2012) and through a detailed quantitative study of the housing market in Liverpool (UK) this paper explores both the effectiveness of attempts to tackle market failure through the decade after 2000 and the impact of the post-2007 economic crisis on these same areas.

The paper concludes that, despite substantial state intervention, many of the neighbourhoods that were vulnerable to market failure a decade ago remain equally so today.

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Is the Promotion of Private Sector Rental Provision in the UK a Response to Market Failure, or a New Failure in Itself?

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Keywords: private sector, rental, housing, market

This paper considers the impact of a growing private sector rental housing (PRS) role within the UK housing market. It notes current and previous government concerns to stimulate the UK housing market and to increase house-building activity, post-2008, and the manner in which the PRS is being promoted by a range of stakeholders as crucial to lead long-term recover and stability. A range of views regarding PRS and welfare / regulatory reform are examined, as is the manner in which PRS rent levels could influence market responses to affordable housing costs and national austerity measures.

More fundamentally, consideration is given to the potential impact of the PRS on the wider UK economy and on social cohesion. International opinion holds that UK property remains damagingly over-priced, and the paper argues that PRS costs are sustaining inflated house values at the same time as leaving households' with minimal residual income to put towards less expensive mortgages or for general spending within local economies. The paper finds little significant change in UK aspirations for 'home-ownership' and identifies instead the increasing social shift is in home ownership happening by investors purchasing property rather than aspirant occupiers.

It is argued that rental provision is not itself problematic, as collective and social provision can significantly expand at competitive cost, however the paper notes the imbalance of central policy imperatives focused upon attracting new investment into targeted elements of the UK housing market. Some consideration is therefore given to the potential impacts of an increasingly polarised housing provision between owners and investors and their tenants - might the UK again see 'rent strikes'? - and raises questions on whether PRS provision in the short-term risks an exacerbation of market divisions and weaknesses thereafter.

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The Impact of Housing Submarkets and Urban Form on the Foreclosure Crisis in U.S. Urban Counties

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Keywords: housing submarkets, foreclosures, sprawl

Over the past decade the U.S economy transitioned from an initial period of growth (2000-2006) to a period of sharp decline (2007 - 2009) (Case and Quigley, 2009; Mulligan, 2009). One of the biggest factors that contributed to this decline was the slump in the U.S. housing market triggered by a surge in sub-prime mortgage defaults. The troubles in the housing market quickly cascaded through the banks and the rest of the economy; unleashing a severe global financial crisis from which we are yet to recover fully. This article adds to the growing body of literature analyzing this crisis by showing how the variation in the structure of housing submarkets contributed to the foreclosure pattern in 636 urban U.S. counties.

In this paper the authors introduce a novel way of defining and measuring housing submarkets in relation to foreclosures. Instead of the traditional methods of identifying submarkets a priori, this study uses an approach that empirically delineates housing submarkets based on spatial contiguity and housing attributes (Fletcher, Gallimore, & Mangan, 2000; Goodman & Thibodeau, 2007; Jones, Leishman, & Watkins, 2002; Wilhelmsson, 2004). The spatial clustering algorithm developed for this study identified submarkets in each of the urban counties. A Spatial regression model was then used to assess the impact of submarket structure on foreclosure rates. In addition, the study also incorporates a measure of sprawl in its analysis. It was found that sprawling counties are not more likely to have higher rates of foreclosures compared to average rates. However, the counties with higher number of housing submarkets are likely to have higher rates of foreclosures. The results suggest that urban form is less consequential than housing market structure in affecting U.S. housing market dynamics.

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Reexamining the Social Benefits of Homeownership after the Housing Crisis

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Keywords: homeownership, social impacts, housing

Over the last several decades, the social impacts of owning a home have been the focus of many research efforts. The collective findings of this research support the conclusions that homeownership is associated with a variety of positive social outcomes including higher levels of life satisfaction, psychological and physical health, and of participation in voluntary organizations. In addition, homeownership rates have been positively associated with neighborhood stability and property values (Rohe and Stewart 1996; Rohe et al. 2002). Virtually all of this research, however, was conducted before the Great Recession and the collapse of the housing market. Over the last several years millions of families have lost their jobs leading to difficulty in making mortgage payments, mortgage foreclosure and eviction. In addition, the depreciation in home values has left many owners owing more on their mortgages than their homes are worth. These events may have substantially changed both the perceived attractiveness of homeownership as well as its social impacts. Thus, it is reasonable to ask: (1) has the Great Recession impacted interest in homeownership among renters? and (2) has the Great Recession altered the previously documented relationships between homeownership and social outcomes such as health and sense of control over life events?

This paper will present a preliminary assessment as to how the attitudes toward and social benefits of homeownership have been affected by the recent housing crisis. More specifically, this paper will: (1) present a brief review of the research conducted before the Great Recession on both interest in purchasing a home among renters and the social benefits of homeownership; (2) present a conceptual model of the potential impacts of the Great Recession on the findings of that research; (3) present the findings of a study of the impacts of homeownership on: (a) self-reported indicators of health, (b) sense of control and (c) financial stress; (4) present data on how interest in purchasing a home has changed among renters.

This study will utilize the Community Advantage Program Database, which includes data from three sources: A panel survey of approximately 5,200 low-to-moderate income minority and low-income homeowners and renters; loan and property valuation data on homeowners included in the survey. The analysis will show how these relationships have changed from year to year; the expectation being that it will show less interest in homeownership among renters, and that the social benefits considered will decline, evaporate or even be negative in the years after the Great Recession.

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'Custom Build' Neighbourhoods: Examining the 'Double Win' of Housing Production and Community Development through Group-Build

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Keywords: housing, delivery, land, finance, planning

Successive governments have implemented markedly different approaches to address England's long term shortfall in housing supply. Whilst housing delivery under the previous labour administration was characterised by a top-down approach with centrally derived targets cascaded down through a regional structure to local authorities, the incumbent coalition government has pursued a tandem approach by delegating responsibilities for overall supply to local authorities and supporting alternative avenues for delivery, including custom build housing (Gallent & Hamiduddin, 2012; HMG, 2011). In a recent Housing Strategy for England (HMG, 2011) government declared its ambition to significantly increase the volume of housing delivered by the custom build sector. It recognised that current output - at approximately 10% of all housing delivered - represents a substantial shortfall compared with latent demand, and a significant anomaly by international standards. In order to realise its ambition government has introduced a string of measures including a requirement for local authorities to measure demand and set out policies in their areas. Furthermore, by allocating public land for larger schemes at seven sites across England and by establishing a fund to assist group build projects, government has recognised the potential for a range of different pathways for larger custom build schemes. However, although a number of larger custom build schemes have been realised in England, and a basic awareness of different schemes in other European countries has developed, four critical deficiencies in knowledge remain. The first is the lack of a detailed typology for larger schemes which embraces the full range of development characteristics and pathways to realisation. Secondly, the structural or 'instrumental' factors influencing the feasibility of each type of scheme, particularly in land, finance and planning, have not been established. Thirdly, the relative balance between instrumental and 'affective' factors relating to the personal characteristics and preferences of the custom builders has not been established. Lastly, the barriers and opportunities for transferring practice between different places have not been addressed.

Drawing on empirical research undertaken at case study sites in the UK, Netherlands and Germany, this paper addresses the four knowledge shortfalls from qualitative interviews conducted to capture residents' experiences and the expert opinions of the key actors in planning, finance and real estate. In this way the paper presents 'deconstructed' experiences from real projects to provide reconstructed models for delivering larger custom build housing schemes and reflects on the challenges and opportunities for transferring the models across national borders; matters of salience to academic, policy and practice communities.

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SESSION 4-3 Affordable Housing in the US 1: From Policy to Practice

The State of Affordable Rental Housing in the United States: What Do We Know? And What Do We Need to Learn?

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This is a new research proposal: to summarize and assess the state of knowledge on US affordable housing policy. The proposed research would contribute to US housing policy by assessing what is proven to work and not work, and accordingly what can be the most effective and efficient ways of ensuring that we achieve our long standing national goal of “a decent home and a suitable living environment for every American.” Such an assessment is overdue, as housing assistance reaches only a quarter of those eligible and many Americans are homeless. This proposed assessment in combination with a panel of experts’ consideration of the most pressing issues confronting affordable housing in the US would create the opportunity to highlight housing policy for the twenty-first century: showcasing the serious need coupled with the realistic, proven prospect of meeting that need.

Significant dimensions of affordable housing policy include a) the distribution of assistance to different groups of eligible Americans, such as the elderly, families, racial and ethnic groups, veterans, disabled people, mentally disabled people, and people with AIDs, b) concentration vs. dispersion of assisted housing, whether by inner city vs. suburbs or particular neighborhoods, c) racial and income segregation and integration, d) cost effectiveness of different interventions such as vouchers (which pay the difference between what the household can afford and Fair Market Rent), Low Income Housing Tax Credit (enabling new construction of affordable housing) or the housing block grant to cities, e) rental vs. homeownership assistance, and f) regional differences, such as in housing markets, such as costs, vacancies and foreclosures, and in housing conditions.

In addition, by clarifying what is known about affordable housing, the project would also reveal what is not known and what needs to be learned. These clear lines of research agenda would assist housing scholars, journal editors and the US Department of Housing and Urban Development (HUD)’s Office of Policy Development and Research. Thus the proposed project would be a significant contribution to knowledge, policy and future research.

A Graduate Research Assistant and I will conduct the research drawing from publications, HUD research reports (available through the Freedom of information Act), and dissertations. With sufficient funding I will convene a panel of experts on their opinions on the draft state of knowledge on US affordable housing policy and the most pressing issues confronting affordable housing in the US. (Alternatively I will consult with experts individually through less expensive means.)

The Neoliberal State and Rise of the Post-Federal Era in U.S. Affordable Housing

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Keywords: affordable housing, governance, USA

This paper argues that affordable housing policy and programs in the United States today are carried out by a post-federal regime consisting of public sector actors – federal, state, and local – as well as private sector developers and investors, and nonprofit sector advocates, developers, and service providers. These partners are critical to the formation, implementation, and outcomes of affordable housing delivery today (Schwartz 2010). However, some of these partners are significantly understudied, leading to disconnects between policy and practice, mistrust between partners, program inefficiencies, and unintended consequences. These problems can be accentuated in times of crisis.

After a thorough review of existing U.S. research on key members of this post-federal affordable housing regime, I suggest researchers draw more extensively from theories and explorations on governance structures and agents, particularly from the UK and European Union. Specifically, theories on vertically-structured intergovernmental relations and horizontally-‘joined up’ interagency coordination are largely overlooked (Ongaro, Massey, Holzer, and Wayenburg 2010). Public-private partnerships also remain unexamined, especially with private sector partners who provide affordable housing units and financing (Osborne 2000). Finally, the influence of emergent multi-sector policy networks on affordable housing policy processes and outcomes is unknown (Marsh and Rhodes 1992). Challenges to future research in these areas include disentangling the role of hybrid, multi-sector organizations and isolating program effects amidst proliferating programs (Smith 2010). Future research needs to navigate these obstacles and deepen existing understanding of the structures and agents within today’s US post-federal affordable housing regime in order to improve policy implementation, outcomes, and evaluation.

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Local Affordable Housing Policy Decisions: Whose Voice Is Heard the Most?

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Keywords: affordable housing, municipal budgeting, advocacy organizations

Affordable housing continues to be a critical problem in the United States. The gap between the housing units needed and those available to lower-income Americans increases every year. Furthermore, the recent economic and foreclosure crises have exacerbated housing problems leading to an escalation in first-time homelessness cases, an increase in overcrowding due to "doubling up", rise in negative equity on mortgaged properties, and a decrease in the homeownership rate.

Advocacy organizations (AOs) like the National Low Income Housing Coalition (NLIHC), the Affordable Housing Advocates, and the National Rural Housing Coalition address affordable housing needs by mobilizing public support and lobbying policymakers to influence federal housing policies. This mobilization is particularly important now because interest group competition for scarce resources intensifies during times of fiscal stress and because cuts tend to be targeted at programs that redistribute resources and serve beneficiaries with little influence on decision-making.

The research draws on theories of urban politics theory to test hypotheses about the housing policy-making process in U.S. cities (Davies & Imbroscio, 2009). The primary research question is: "Why do U.S. cities vary in their support for affordable housing?" The research is interested in parsing out the effect AOs have on city affordable housing policy decisions with the following central hypothesis: "As local affordable housing advocacy organizations' capacity increases, cities are more likely to budget resources for affordable housing." This hypothesis will be tested using a statistical model that accounts for competing explanations of city budget decisions for affordable housing. Data will be collected through an online survey of housing staff in all U.S. cities with a population of 100,000 or more (N=275) combined with data from secondary sources.

The results from this research will have theoretical and practical implications. Within the urban politics literature (e.g., Basolo, 2000), I will propose a broader theoretical understanding of what accounts for the variation in affordable housing support across cities. The research will improve our understanding of the multiple actors that contribute to shape affordable housing policy decisions. The results will also be directly translatable to stakeholders involved in the production and consumption of affordable housing including planners, policy makers, AO leaders, and people in need of affordable housing. Understanding the dynamics of public decision making, and particularly the actions and influence of AOs on city decisions about affordable housing, provides knowledge that can be used by burgeoning AOs and social movements to strengthen their efforts in support of affordable housing.

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Housing Affordability and Health: Evidence from New York City

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When people spend more on housing than they can afford they often have less money available to meet other needs. As a result, the problem of housing affordability is not limited to housing alone, but also impinges on other basic elements of well being, including health care, diet, transportation, and education. As obvious as these connections may appear, they are not well documented or analyzed. This paper will focus on the relationship between housing and affordability. It is based on microdata from Housing and Vacancy Survey (HVS) of New York City for 2011. While the survey is mandated to justify the continuation of rent regulations in New York City (to ascertain that the vacancy rate is below 5%), it is a valuable source of information on the city's housing stock and on its residents, with a random sample of about 15,000 households. The survey for 2011 includes new variables regarding the health of the residents and whether they postponed various types of health care in the past year for financial reasons (i.e., dental, preventive care, mental health, treatment or diagnosis of illness or health condition, prescription drugs). The inclusion of these variables allows for the comparison and analysis of the health status of low-income households with varying degrees of housing cost burden, and with different types of subsidy. Using regression techniques to control for age, education, tenure, ethnic and racial backgrounds, and other characteristics, I will estimate the effect of housing affordability problems on several indicators of health.

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SESSION 4-4 Affordable Housing in the US 2: Housing Programmes

Who Gets Ahead in the U.S. Housing Choice Voucher Program?

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Keywords: housing, voucher, mobility, opportunity

The Housing Choice Voucher Program currently serves the United States' largest low-income housing program, serving more than 2 million households annually. As an increasing share of low-income households receive Federal housing assistance through the program, questions remain about the ability of the voucher strategy to catalyze economic and social opportunities for households beyond the housing subsidy itself. As voucher-based policy experiments such as the national Moving to Opportunity for Fair Housing Demonstration program draw to a close, housing policy scholars are raising further questions about the ability of the voucher program (even under "ideal" quasi-experimental circumstances) to leverage benefits for low-income tenants (Sanbonmatsu et al., 2011). Although there is substantial knowledge about the location patterns of voucher-assisted households (Devine, et al. 2003), evidence is lacking regarding the ability of households to get ahead using housing vouchers. This paper employs a novel technique (initially developed by Climaco et al. 2008) to construct 7-year longitudinal program histories for all households participating in the voucher program in Illinois. These program histories are used to describe and model household and neighborhood factors over time to engage with the question of which households are able to make sustained financial and neighborhood improvements over time. Preliminary findings indicate that a small subset of voucher households are able to "get ahead" in terms of both economic and neighborhood improvements and that residential mobility plays an important role in these transitions. At the same time, the vast majority of voucher-assisted households remain comparatively stagnant in terms of income and neighborhood context. As planning scholars continue to debate the effectiveness of the voucher strategy, these findings provide important insight into how different households leverage the voucher subsidy across residential contexts. Findings also have important implications for program design and evaluation.

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Rethinking Location Outcomes for Housing Choice Vouchers: A Case Study in Duval County, Florida

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Keywords: suitability model, housing choice voucher

The Department of Housing and Urban Development has long sought to use the Housing Choice Voucher (HCV) program to deconcentrate poverty and help low-income households locate in opportunity-rich neighborhoods. A number of researchers have examined neighborhood characteristics of voucher holder locations to determine whether this goal is being met. This paper adds to that literature by developing a HCV suitability model to assess voucher location patterns in Orange County, Florida. Adapted from the Florida Affordable Housing Suitability Model (AHS), this model assesses neighborhood quality using different groups of variables, including physical, demographic, and socio-economic characteristics. In addition, it implements a set of accessibility measurements capturing opportunity as well as proximity of address-level voucher locations to points of interest, such as employment, shopping, services, and recreation. The accessibility of each destination type is measured using four levels of network distance – walking, biking, driving and transit. Datasets used in this study come from a variety of sources and levels of geography, including Census block-group data, Florida Department of Revenue (FDOR) parcel data, and local administrative datasets. This paper also compares a deterministic approach using expert inputs with a stochastic approach that uses coefficient results from regression models to create overall suitability scores. Selection of approach used will be based on the accuracy of suitability prediction results using historical voucher datasets. Development of this model will allow for the identification and prioritization of voucher location determinants, the examination of reinforcing and conflicting attributes and the evaluation of surrounding neighborhood conditions, as well as the accessibility of each HCV site. The analysis demonstrates the potential use of suitability modeling in voucher holder's decision making process when choosing a residential location. Although this study is cross-sectional, this model has the potential to compare and evaluate voucher locations in time series studies.

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Affordable Housing Supply and Demand: A Parcel-Level Approach to Evaluating Affordable Housing Programs and Accessibility to Low and Moderate Income Employment

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Keywords: affordable, suitability, GIS

Housing affordability is usually determined by estimating the ratio of housing cost to household income. Recent estimation methods, such as the Center for Neighborhood Technology's H+T Affordability Index, have also included transportation cost. More sophisticated evaluation techniques have also been developed which relate housing costs to land-use metrics and socio-economic variables as well as accessibility to employment. The Florida Affordable Housing Suitability (AHS) model developed at the University of Florida uses land-use suitability models and multi-criteria decision making to evaluate the efficiency of locations funded through affordable housing programs. In practice, this model can be conveniently utilized by local planning authorities in their selection of locations suitable for new developments of affordable housing.

New tools for evaluating affordable housing programs are introduced in this paper within the context of AHS modeling for Orange County in Florida. With these tools the demand and supply for affordable housing is estimated using a floating-area accessibility approach. In this approach, network distance, driving time and parcel-level employment and housing data are used. For demand estimation, low and moderate income employment data are used to estimate the demand for affordable housing. The estimation of the supply of affordable housing utilizes data on housing programs such as Housing Choice Vouchers, public housing, assisted housing and market rate rental units. The demand and supply evaluations are subsequently compared to physically highlight their spatial mismatch. The paper concludes with recommendations for local planning agencies to identify areas where the affordable housing supply exceeds demand and areas where there is a need for new affordable housing developments.

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Benefit – Cost Analysis of an Enhanced Family Self-Sufficiency Program

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The National Affordable Housing Act of 1990 authorized the Family Self-Sufficiency (FSS) program. FSS aims to build financial, human, and social capital for households receiving housing subsidies. Despite the longevity and centrality of FSS, there has been no assessment of its comparative social benefits and costs. Our research addresses this void by comprehensively accounting for monetized estimates of benefits and costs associated with an enhanced variant of the FSS program: the Denver Housing Authority's (DHA) Home Ownership Program (HOP). Our research question is:

To what degree did participation in DHA's HOP yield net benefits to participants, non-participants, and society as a whole [compared to if they had received housing subsidies during the same period]?

In assessing benefits we rely upon parameter estimates from a recent set of sophisticated statistical studies (some of which we have produced) employing quasi-experimental methodologies that permit one to draw causal inferences with substantial confidence. We employ administrative and survey data we have collected regarding the 2001-2009 cohort of HOP participants whom we have tracked longitudinally through 2011. We draw upon administrative records to assess costs. We employ a comprehensive accounting framework, distinguishing benefits and costs accruing to program participants, non-participants (other citizens, taxpayers and governments), and their aggregation: society as a whole. We use Monte Carlo simulation techniques to approximate distributions of benefit and cost parameters, thereby allowing us to assess the precision with which we can answer our research question.

Our paper contributes to housing policy scholarship in several ways. First, it is the first comprehensive benefit-cost analysis of a FSS-related program. Second, unlike typical benefit-cost analyses that must draw benefit parameters from other studies conducted for different populations in different geographies and/or periods than those involved in the program being evaluated, our key parameters are estimated from a suite of studies we conducted on a similar population living in the same city during the same period. Third, it offers reasonable estimates not only to participating adults but also indirect benefits accrued by their children.

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SESSION 4-5 Affordable Housing: International Perspectives

Local Housing Policy for Low-Income Households. Challenges and Approaches of German Cities

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Keywords: Local housing policy, affordable housing, low-income households, urban planning

Active housing policy has become an issue in many cities – in Germany as well as internationally. A main concern is that the needs of low-income households are considered more seriously. To provide a city's inhabitants with affordable and proper housing has become a major task of public services. Good and safe living and affordable rents are requested to be available for all residents. But how can this be achieved against the background of the current social and economical conditions? Which strategies, approaches and courses of action are at hand for communities and housing industry to provide as well low-cost housing as quality standards referring to the affected target groups.

Budget cuts in federal and state funding and tight local finances have reduced the local players' room for maneuver. At the same time increasing parts of the populations are suffering from poverty. Furthermore, single parents and people with low income have a higher risk of old-age poverty. With regard to these framework conditions communities and housing policies are confronted with a series of specific challenges (BBSR 2010): Provision of more affordable housing, in particular in economically prosperous cities, availability of more small and barrier-free housing meeting changing housing demands, compatibility of affordable housing and energetic refurbishment, preservation and development of mixed quarters, and adapting federal and state housing funding more adequately to local needs.

The paper approaches these challenges by discussing selected strategies and instruments of urban and housing policies, amongst others local housing concepts for low-income households, cooperation of communities and housing industry, quarters with mixed income housing, binding caps on rents, barrier-free housing and neighborhoods, self-financing energetic modernization of low-income housing, integrated neighborhood development and improvement of neighborhood images, self-organization and political representation of low-income households, and innovative funding structures for low income housing (Häussermann 2010, Heising and Baba 2011).

The paper invites international scholars to explore similarities and differences of other countries' housing policies and to learn from each other. The contribution is based on empirical evidence of the research project „Living in Industrially Fabricated Housing. Housing Quality and Low Costs – Concepts, Strategies and Approaches (WIP)“ at the Institute of Urban Research, Planning and Communication (ISP) of Erfurt University of Applied Sciences and funded by the German Ministry of Education and Research.

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Social Housing Practices in Northern Italy: Innovations in Time of Crisis

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Keywords: social housing, social innovation, housing practices

Social housing has faced a general trend of withdrawal of state support from the 80s (Doherty 2004; Priemus & Dieleman 1999). In particular, in Italy the housing context is quite complex: homeownership share strongly prevails on private and public rental sector. Traditionally there are different types of social housing in this country. For instance, a specific system of real estate funds was created in 2008 by the national government to provide affordable housing using public-private partnerships.

This paper focuses on the new forms of social housing promoted in the North Italian context, especially in time of crisis. The paper's objective is sharing the studies about these various forms of social housing practices, which relate both to top-down and bottom-up approaches. Public authorities and private actors are dealing with citizens' housing hardships through different strategies.

The research analysed two North Italian cities (Milan and Turin) and their social housing initiatives in the last decade. Different features were examined: actors involved, planning tools, housing practices and real estate funds. Furthermore, the local social housing initiatives were also studied using three criteria: satisfaction of human needs, change in social relations and empowerment. These are the three main features identified by Moulaert et al. as parts of social innovation (2009). According to these authors' approach, social innovation was studied in the two urban contexts.

The main outcomes of this research is the recognition of these recent social housing practices, they are not examined in the international literature about planning. Social innovation is also a relevant parameter assessing social housing initiatives, it permits to evaluate the impacts on the local community. On the other hand, two main approaches of the two cities can be recognized: a urban vision to support and provide affordable housing to various beneficiaries through different initiatives; and another approach fostering public-private partnerships and private actors' involvement. The research outcomes can be considered designing new initiatives, but also studying social housing theories and practices.

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Bonjour Tristesse-Types of Residential Dissatisfaction in Mainland Portugal in Relation to Territories, Policies and Instruments

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Keywords: residential dissatisfaction, typologies, policies of housing

Territories in which the capitalist system prevails face chronic housing problems, which, in practice, have produced an endless source of social tensions and political and economic issues to capitalise on such tensions.

One should also note that the housing question has been marked over time by very different outlines – whether they have to do with quantitative and qualitative issues of the housing, or its urban and environmental surroundings.

Between the ongoing mutation of the problems and the responses by the administration in the form of public policies, major articulation difficulties can emerge, such as failure to understand the issues, failure to recognise their importance, a tendency to undervalue them and also lack of resources, resulting in a worsening in residential dissatisfaction, degradation of the image of the affected areas and also diminished capacity to attract new residents and investment on said areas.

To illustrate this problem, we present a spatialisation of housing dissatisfaction in the municipalities of mainland Portugal, using the recent statistical information on population and housing, gathered in 2011. The variables used are related to the most common residential problems – overcrowding, physical degradation and lack of infrastructures – as well as the inability to attract new residents.

The statistical processing allowed us to identify 5 clusters corresponding to five types of residential dissatisfaction: overcrowding and lack of infrastructures, overcrowding, age/antiquity, diffuse and global. The results present an interesting spatial distribution, supporting the view that there are geographic specificities that can help explaining housing dissatisfaction profiles.

We followed up this dissatisfaction type mapping exercise by comparing the results with the public policies and instruments related to mitigation of residential dissatisfaction, thus verifying the degree of coherence between them.

While it is clear that the true origins of the problem may not lie in the housing itself, or in the level of economic activity in the area in question, but, above all, in the income available to the families affected (the retired/pensioners, minorities, the unemployed, workers in precarious employment and other instances of social deprivation), the implications of the results obtained are evaluated for a social housing policy that is increasingly focusing on the families, concrete types of dissatisfaction and territorial specificities.

Resilience of Social Housing Systems in Times of Crisis

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Keywords: social housing, resilience, policy instruments

The financial crisis in recent years has exposed vulnerabilities of different national housing systems, pointing to the need to build resilience through better policy tools and sustainable provision of social housing (Bardhan *et al*, 2012). The paper explores a vital area for housing policy through a new theoretical lens related to resilience of complex adaptive systems (Walker *et al.*, 2006). The hypothesis is that unitary social housing systems, despite their unique characteristics and institutional legacy, are more resilient in organisational, environmental, social and economic terms. This may be attributed to the robustness and the resourcefulness of social housing institutions and/or to better policy intervention in the post-crisis period. The research has two interrelated objectives:

- i. To develop a framework for comparative analysis of system resilience of social housing in times of crisis;
- ii. To apply the framework to the analysis of fiscal, financial and regulatory instruments implemented in countries with unitary housing systems (Austria and Netherlands) to increase the supply of social housing.

The paper advances a conceptual framework designed to explore the resilience of unitary social housing provision systems focusing on new supply, which is the most dynamic element of the system (Kemeny *et al.*, 2005). The emphasis is on social housing system performance in the capital cities (Vienna and Amsterdam), where the impact of the fiscal crisis is more visible. The research aims to define and measure key aspects of resilience using rigorous analysis of time series data at the country/city level related to housing quality; stability of investment and production; differentiation of rents; affordability and choice (Tsenkova, 2009). Evidence from new housing projects, collected through key informant interviews and field visits, will be used to illustrate differences in the organisational resilience of social housing providers and their ability to manage change in times of crisis.

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Planning for Affordable Home Ownership: New Perspectives from Australia

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Keywords: inclusionary housing, fiscal constraint, affordable home ownership

In the wake of the Global Financial Crisis (GFC), limited public subsidy and conservative financial markets are challenging the viability of established affordable housing products and programs (Schwartz 2011). In this context, there is growing interest in how the planning system can be better utilized to support affordable housing provision (Gibb 2011; Whitehead and Monk 2011). While affordable housing product choice is evidently an important factor in program viability, literature on planning for affordable housing has remained relatively silent on the impacts of affordable housing tenure on supply outcomes. However, where there is local or developer opposition to affordable housing requirements, affordable home ownership models may prove more attractive. This has particular resonance in Australia, where an influential development lobby has largely resisted the introduction of inclusionary housing schemes.

This paper explores these tensions and opportunities by examining approaches to planning for affordable housing in three Australian jurisdictions, focusing specifically on affordable housing product choices. While inclusionary planning schemes in the state of New South Wales (NSW) have generally delivered affordable rental dwellings, South Australia and the Australian Capital Territory (ACT) have focused on low cost home purchase. This paper examines these schemes, which combine betterment concepts with innovative design controls, considering indicators of output volume as well as developer and community views. In conclusion, we discuss the Australian experience in the context of wider policy debates on the efficacy of different affordable housing products, including controversies surrounding low cost home ownership, and the implications for overarching housing supply targets in a context of financial austerity.

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SESSION 4-6 Gentrification

The Extent and Causes of Gentrification in the U.S., 1990-2010

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The years between 1990 and 2010 were ones of great intra-metropolitan mobility throughout the U.S. as unprecedented numbers of young, middle-class households returned to central cities, while even greater numbers of minority households moved to suburban neighborhoods. These mobility trends resulted in a significant re-arrangement of the spatial distribution of different income groups, a shift that is often referred to in short-hand form as “gentrification.” Gentrification is widely assumed to be a commonplace phenomenon even though empirical work by Freeman (2005; 2009) and Freeman and Braconi (2004) suggests that it is far from commonplace, or that its effects are universally pernicious.

Using census tract level data for the 100 largest U.S. metro areas, this paper will track the extent of median income changes from 1990 to 2000, and then again between 2000 and 2010. Census tracts in which the population grew (or remained stable) and in which median incomes increased two or more income quintiles will be identified as “gentrifying,” while those that in which median incomes declined by two or more income quintiles will be identified as “declining.”

The designation of “gentrifying” or “declining” will be used as the dependent variable in a series of categorical logit models intended to identify the sources of these changes. The independent variables in these models will consist of initial population, household and housing market conditions and characteristics (including initial housing quality and price measures); proximity to regional employment centers and access to public services; and the presence of municipal redevelopment or community development initiatives. The degree to which these factors exert their effects across census tract boundaries—that is, the degree to which rising incomes in one census tract might spill over into another—will be assessed through the use of careful use of spatial autocorrelation metrics.

Last, by reviewing census tract-level data on recent movers (those households who changed location or county within the last one, five, or ten years) we will explore the extent to which gentrification has been associated with displacement, especially among very-low income renters, the group most susceptible to displacement.

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The Role of Community Benefits Agreements in Addressing Gentrification and Displacement

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Keywords: gentrification, community benefits agreements, displacement

The “renaissance” or super-gentrification of strong-market cities has contributed to the increase in housing prices and cost of living for so many working poor and disadvantaged populations (Lees, 2003; Lees, 2000). What is significant about the current economic and demographic trends within strong-market metropolitan areas is that it signals growing income polarization, potential displacement, and begs the question of whether cities are developing a more just, sustainable, and healthy environment for everyone, or just the affluent.

A number of community development strategies focus on mitigating the effects of gentrification and displacement, such as community organizing for protest, increasing production of affordable housing, developing efforts to retain affordable housing, and creating asset building opportunities for the working poor. One potential effort to mitigate the consequences of gentrification is the use of Community Benefits Agreements (CBAs). A CBA is a legally binding contract (or set of related contracts), setting forth a range of community benefits regarding a development project, and resulting from substantial community involvement (Gross, 2008). Over the last decade community organizations and nonprofits have looked to CBAs as a viable community development strategy, especially within neighborhoods facing neighborhood change and potential displacement. Therefore, given all of this, in this paper I seek to understand three important questions:

What is a CBA and how are they structured? How effective can CBAs be in addressing gentrification and displacement in general? Specifically, how effective have CBAs been at addressing gentrification and displacement in New York City and San Francisco?

If done correctly, CBAs might add another community-based strategy in addressing gentrification and displacement. Using interviews, secondary data, and participant observation, I provide a comparative case study analysis of two CBAs—one private and one public in New York City and San Francisco. I describe the potential challenges and highlight some of the opportunities associated with CBAs.

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A Question of Gentrification: The Redevelopment of Suburbs in the Baltimore Region

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Keywords: suburbs, redevelopment, postwar suburbs

In some suburbs, single-family homes have been expanded, a process referred to as mansionization or McMansion infill. New floors have been added; new rooms built on both sides of the original structure. In some cases, the smaller homes have been torn down and replaced with much larger construction. This type of expansion has occurred in suburbs located in economically vibrant regions and close to strong employment centers. In this paper, I examine redevelopment in the suburbs of Baltimore with the goal of determining the impact of McMansion infill and other forms of redevelopment on the social configuration of the entire region. Redevelopment has the potential to change the socio-economic composition of suburban neighborhoods in ways that classical gentrification has changed central city neighborhoods. Modest income families can be "priced out" of their suburbs as property values rise because of the redevelopment process. In this analysis, I found that substantial redevelopment is taking place in modest income neighborhoods in both the inner and outer suburbs of Baltimore, leading to a form of suburban gentrification. Redevelopment of older suburbs is necessary to maintain a vibrant suburbia and certainly retrofitting sprawling edge and edgeless cities can help create more sustainable suburban forms. However, this paper highlights the challenge of redeveloping the suburbs without displacing poor and modest income families.

Displacement or Replacement? Gentrification, Residential Mobility, and Planners' Responses

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Keywords: gentrification, neighbourhood change, residential mobility, demography

In the contentious debates over gentrification, some describe it as the rehabilitation of deteriorated places by enterprising newcomers, while others describe it as the hostile takeover of neighbourhoods that rightfully belong to longtime residents. One side fails to see the value of existing communities and the collateral damage caused by economic development, while the other fails to recognize the unceasing process of life cycle residential mobility as they attempt to preserve a mythic status quo.

This paper tests the assumptions behind both sets of rhetoric by measuring who moves into and out of neighbourhoods as gentrification occurs. Neighbourhood change happens when one group succeeds another – part of the life cycles of people and housing. As people age, they move to accommodate their changing lifestyles. In aggregate, individual moves drive neighbourhood change, and neighbourhood change drives further mobility. Affordability motivates the gentrification process, as gentrifiers seek affordable housing, while longtime residents may lose affordable housing.

My hypothesis is that generational succession causes less displacement than economic succession. In generational succession, as older people move out of their homes, they become available for people starting out in the housing market. In economic succession, wealthier people outbid poorer residents of a newly attractive neighbourhood. Older people leave as their housing needs change, while poorer people leave because they can no longer afford to live in their homes.

This project focuses on people moving into and out of three case study neighbourhoods at different stages of gentrification in Los Angeles County. I map where groups of people (defined by age and race) live in 2000 and where the same groups of people, 10 years older, live in 2010. The net changes in these cohorts show who is moving in and out of a neighbourhood as well as overall spatial patterns of residential mobility for particular cohorts of people. I also pay attention to housing tenure's role in housing life cycles, residential mobility rates, and displacement. When connected with housing and other socioeconomic variables, this method gives a clear picture of the process behind neighbourhood change as well as its outcomes.

If we understand who benefits from gentrification, who suffers, and why, then planners can respond with policies that go beyond heedless attempts to encourage economic development or fruitless attempts to halt the process of neighbourhood change, and instead focus on enhancing the positive effects of gentrification while mending the harm it can cause.

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Filtering and Gentrification in Toronto's Lowest Income Neighbourhoods 1981-2006

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This study examines the transitions into and out from Toronto's lowest income decile neighbourhoods between 1981 and 2006. It shows poverty moving outward to the inner suburbs, to places with few services and poor public transit. Contrary to filtering theory it was the newer post-war high-rise apartments not the oldest buildings that were filtering down to lower-income households. Comparison of household micro-data and census tract data shows that the largest proportion of lowest income households are located outside the lowest income neighbourhoods pointing to the importance of household-based public policy as opposed to place based housing policy. The lowest income neighbourhoods are characterized by high proportions of recent immigrants, ethnic minorities, single parents and unemployed or under-employed people in low wage jobs. They are also characterized by a surprisingly high proportion of university graduates which raises questions about the role of human capital in granting access to urban resources.

SESSION 4-7 Housing Rehabilitation

Space in New Homes: Delivering Functionality and Livability through Regulation or Design Innovation?

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Keywords: housing space, regulation, design innovation

Housing space standards in England were the subject of intense critique and debate prior to the 2010 General Election. A number of organisations - notably the Royal Institution of British Architects (RIBA, 2007) and the Commission for Architecture and the Built Environment (CABE, 2007; 2009) - had lamented the lack of regulatory power, through generic building code, to prescribe minimum floor spaces in new homes. Such power was presented as a means of guaranteeing that new housing would have the space needed to deliver a basic level of *functionality* and *liveability*, after evidence pointed to small, cramped homes preventing families from preparing food, eating together, enjoying individual privacy and socialising with guests (*ibid.*). Many critiques juxtaposed the size of new homes in England with average floor spaces elsewhere in Europe - as England and Wales were the only parts of the EU25 without prescribed floor space minimums - presenting new regulation as a way to ensure that families enjoyed a 'humane' amount of space in their own homes. Opponents of such regulation, on the other hand, were quick to highlight the costs of yet more bureaucracy; arguing that prescribed floor space minimums would run contrary to key planning and housing priorities, including greater affordability, higher density and the more efficient use of land, adding that the market for housing in England was already delivering homes of the quality being demanded by buyers.

Obviously, stronger regulation elsewhere in Europe is *assumed*, in this narrative, to play some part in delivering a better housing product (albeit in the context of different planning and financial regimes, which strongly influence the supply of and market for housing). In this paper, we use in-depth interviews with regulators, architects and house builders in the city of Turin, Italy, to challenge this assumption. We set out through research funded by RICS to investigate how regulation (in the form of minimum space standards in Italy) impacts in the relative space characteristics of new housing in England and Italy (Gallent et al, 2010), but also identified an important debate - in a city where new housing is subject to strict floor-space controls - over whether it is through regulation, or innovations in design (driven by plot and space constraint), that the functionality and liveability thought to be lacking in English housing will be remedied.

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Building More Resilient Housing Markets: A Government Community Land Trust?

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Keywords: CLTs, risks, landrent, resilience, affordable

The GFC has exposed many home purchasers to the risks of price and income fluctuations and caused widespread hardship amongst a range of these households, but especially low to moderate income households. Affordable housing products which reduce these risks have the potential to help establish more resilient housing markets. This paper outlines an example of this sort of product provided by an Australian state government.

An Australian State Government (the Australian Capital Territory - ACT) which hosts the nation's capital (Canberra) has devised a unique housing scheme that mirrors some of the principles of the US Community Land Trust (CLT) movement (Curtin and Bocarsly, 2008; Davis, 2010). The scheme, the ACT Landrent Scheme, allows households to rent land from the ACT government and purchase a dwelling from a builder to locate on the rented land. The "landrenter" is able to subsequently purchase land from the government and convert their property into a traditional homeownership product at any time. The annual landrent is set at 2% of the value of the land for low to moderate income households and 4% of the value of the land for other households.

There was considerable opposition to the scheme when it was first announced in 2008, including a significant media campaign. After a slow start, largely because of difficulties in accessing housing mortgage finance, the scheme has grown significant and is now a central strategy affordable housing strategy of the ACT government. The scheme was initiated and is driven by a central government agency, the ACT Treasury.

This paper reviews the operation of the scheme based on interviews with key stakeholders, a review of administrative data and a survey of Landrent scheme participants. The paper also describes the difficulties in persuading banks to provide mortgage finance for the scheme. It also describes the significant opposition to the scheme when it was first announced.

The scheme has some important lessons for planners, particularly those involved with affordable housing. Firstly it highlights the effectiveness of a CLT type product in a metropolitan market with expensive land costs, especially when the scheme can operate at scale. Secondly it highlights the levels of resilience needed by policy makers when designing innovative housing programs. Thirdly it highlights the necessity of "whole- of -government" approaches in the affordable housing space. Lastly, it describes the benefits of an affordable housing scheme that is not highly targeted.

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Incremental Urban Renewal: Living through Redevelopment in an Age of Financial and Market Uncertainty

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Keywords: incremental renewal, PPP, urban regeneration, social housing, mixed tenure

The renewal of public housing estates has been the focus of much policy and academic debate in recent years. As sites of intervention, they have captured the tensions at play between the neoliberal frameworks of contemporary housing policy and its translation and outcomes on the ground – between strategic intent and the experience of those most directly affected by those aims and goals. There has been a particular focus on the potential disjuncture between the politics and policy of renewal on the one hand and the needs, wants and expectations of the communities involved on the other.

However, an ongoing narrative of affected households – impacted in different ways at different stages of the process – is less evident in those debates. In this paper, we draw upon findings from the first stage of a ten year longitudinal panel study exploring what renewal means to, and how it impacts on, a community undergoing change. Our panel comprises almost 100 households living on, or who had previously lived on, the Bonnyrigg estate in Sydney's west.

The renewal approach underway at Bonnyrigg is distinctive on a number of levels: it is Australia's first social housing Public Private Partnership (PPP). Around 900 homes will go, to be replaced by almost 2500 over 13 years and 18 different stages. This incremental, staged approach enables the existing communities to 'stay on site' whilst redevelopment takes place. It also provides a framework which ensures a steady release of for-sale property onto the market, manageable parcels for debt and finance packaging, and so forth.

The PPP is now in its fourth year of delivery, and has tracked the onset and subsequent trajectories of development finance, housing market performance and political will since the onset of the Global Financial Crisis in 2008. This paper explores how the early stages of the redevelopment process have been experienced and negotiated at the household and neighbourhood level during less certain economic and market environments than envisaged at the time of PPP contracting. It concludes by considering how Bonnyrigg's incremental approach to renewal can contribute to wider conceptual, policy and planning debates tied to complex urban intervention in an age of financial and market uncertainty.

Sanctions, the Socio-political and Economic Crises and Its Impact on Housing Provision in Iran: Changing in Modes of Tehran Housing Supply

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Keywords: economic crisis, sanction, housing provision, structure and agency, affordability

The Tehran housing market has faced its longest stagflation since 2006. The economic and political crises in Iran have been intensified by the wider global economic crisis and the western sanctions against Iran, not to mention the inefficiencies of the governmental policies themselves.

Uniquely, Iran's housing market is the one economic arena that is dominated almost solely by the private sector, with 97% of the new housing supply provided by private individuals and companies. The number of new housing projects has reached a historic low and since 2006, the rate of housing development has dropped drastically whilst land and house prices have reached an all time high. The recent tightening of sanctions and subsequent drop in the value of the Rial has resulted in dramatic inflation in construction costs and the bankruptcy of many well-established firms. Not surprisingly therefore, the growth rate of private investment in new house building fell from 80 % in 2006 to 65 % in 2012.

Within this uniquely Iranian 'context', two different ways of housing provision have emerged by the government and private house builders. The latter who survive from the economic crisis tend to provide high quality or luxurious housing merely for high-income applicants, who are considered a guaranteed target market. The government has thus decided to present a new scheme for providing affordable houses for those of low income. There are many witnesses that this scheme has failed and the shortages of affordable houses still remain.

In this respect, this research explores an alteration in housing provision in the face of the politico-economic crisis within which Iran current situation and attempts to discover the reasons behind the failures of the government scheme. Three research objectives are set up: Investigating how the structural forces such as economic situation and socio political circumstances have affected builders and investors in the housing supply market, investigating the outcome of government housing policies and scheme, investigating the way in which housing policies lead to the provision of affordable housing.

The structuration theory presented by Giddens (1979, 1984) is employed to apply duality of structure and agency for providing a much richer insight into the variety and complexity of housing developments. Throughout the qualitative methodology, including the research methods of interviewing key actors and analysing documents the following research outcomes are expected: Firstly, the activity of builders take place in the instability of the economic condition and insecure political situation therefore they have to change their strategies to achieve their goals. Secondly, there are no appropriate housing and economic policies for overcoming/resolving the market failure. Finally, the governmental scheme has been unsuccessful due to a lack of cooperation between the public and private sectors, neglecting academic planners' views and an inadequate supervision of and implementation of the scheme.

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SESSION 4-8 Urban Regeneration Policies and Practices

Urban Regeneration Governance in Lyon, France: Implications at the Local and City Levels

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Keywords: urban regeneration, governance, participatory processes

European cities are faced with complex challenges in urban governance, integrating the many and varied voices of the city into governance frameworks. This is particularly the case in the arena of urban regeneration, where often conflicting public, private and civil society interests are involved in governance processes at the neighbourhood level (McCarthy, 2007). However, as many commentators have observed, involvement in urban governance processes is at best an uneven territory, with different groups having differential access to power and decision-making (Bacqué et Sintomer, 2010). Within this mix, a key area that is less understood, is the role that traditionally 'unheard voices' within civil society can play in governance processes for regeneration, and the potential for developing citizenship practices as a result, both formal and informal.

The research presented here explores these themes further, as part of a cross-national study exploring urban regeneration in France and the UK, investigating the role of different stakeholders in regeneration in different institutional contexts, and the implications of these participatory processes at the local neighbourhood level for wider governance mechanisms and outcomes at the city level and beyond.

Drawing on recent empirical work, the paper explores these issues taking the case of urban regeneration in the city of Lyon, France, to investigate the potential contradictions between different standpoints, and the means through which consensus is sought using participatory processes to include traditionally 'unheard voices'. Using discourse analysis to critically review policy documents, together with in-depth interviews with local residents affected by regeneration as well as key stakeholders at the local and city levels, the research explores two key sets of issues: firstly, the use of urban governance mechanisms and participatory processes to address the potential conflicting views embedded within urban regeneration schemes; and secondly, the interaction between governance processes at different spatial scales, from the level of neighbourhood regeneration up to the city level and beyond, examining the potential that local scale processes have for influencing the city's wider governance structures, policy mechanisms and outcomes.

The results of the research shed light on the potential ambiguities embedded in participatory processes within a regeneration setting, as well as the possibilities for wider impacts that neighbourhood governance mechanisms can have at different spatial scales. In conclusion, the implications of these findings for planning practice are explored.

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Some Implications of Urban Transformation in Beirut for a Postcolonial Approach to Planning

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Keywords: urban transformation, Beirut, gentrification

This paper aims to shed some light on urban renewal processes in Beirut, Lebanon, and the role that planning authorities play herein. It will discuss changes in the built environment in two distinct areas, Mar Mikhael and Zokak el-Blat, and trace the interactions between state and developers in those areas. For the past two decades, Beirut has experienced rapid and intensive real estate development that has altered the city's skyline dramatically. In Mar Mikhael, we see a process of gentrification, with galleries and designer shops opening rapidly, accompanied by many bars and restaurants and luxury real estate projects. In Zokak el-Blat, high rises are replacing older structures, altering the area's historic character. I will scrutinize the role of the state in these changes. Although Lebanon's open economic system traditionally facilitates and promotes foreign direct investment (Gates, 1998), the role of the state in these urban transformation processes is less direct than what has been described for mega-projects in Europe, for example (Swyngedouw et al., 2002).

My data have been collected during one year of research for MAJAL Academic Urban Observatory, ALBA University, and two fieldwork trips, in 2011 and 2012. I surveyed and mapped real estate developments and changes of function in the neighborhoods, interviewed real estate developers and sales agents, retrieved official records from the land registry and reviewed existing literature on both quarters.

I hypothesize that the processes witnessed are not so much instigated by direct and clearly formulated planning policies on a state or municipal level, but are nonetheless a result of the legal and institutional framework in more subtle ways. Urban change is mostly instigated by individual real estate developers, who make use of and lobby for favorable changes in the building laws that allow for more built-up area, and who have connections to the political establishment or are politicians themselves.

The case studies will provide an interesting background for anyone interested in processes of urban change in contexts where direct state intervention is non-existent and who wants to know more about indirect forms state intervention in order to develop policy recommendations for planning in these contexts.

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The Christchurch Central Recovery Plan – Planning for a Compact City?

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Keywords: resilient, compact, rebuild, seismic, security

The Christchurch earthquake on the 22nd February 2011 killed 185 people and destroyed 1000 of the 4000 buildings in the central city (IPENZ, 2011). A Masterplan for the rebuild, called the Christchurch Central Recovery Plan (Christchurch Central Recovery Unit, 2012) has recently been unveiled, which envisages the development of a compact city centre, framed by parks. However, the plan advocates low rise development, with a limit on the height of buildings to a maximum of eight storeys (28m high). The writer argues that this height limit will prevent the achievement of urban compaction. Therefore, it is questioned whether this height restriction is appropriate, particularly given the resilience of performance-based engineered skyscrapers in Tokyo during the Japanese earthquake of March 2011 (D'Alterio, 2011). This paper will aim to answer whether or not the eight storey height limit is a sensible approach to the rebuild of Christchurch's central city.

The height limit may be a reaction to the anxiety that many Christchurch residents will feel with regard to the safety of the Central Business District, and a means of providing a degree of certainty for the rebuild process. The earthquake was the type of event that could threaten an individual's 'ontological security' (Giddens, 1991). Ontological security is a stable mental state which is consistent with avoiding chaotic life events. Christchurch residents may be more comfortable with a strict building height limit and view it as a way of avoiding devastation in the event of any future seismic activity. However, it is questioned whether this inflexible approach to development can produce the compact city that the city's planners are advocating.

This paper therefore asks if the height restriction could be described as a reaction to the negative environmental psychology that locals generally have towards tall buildings following the devastation and disruption of this major earthquake and the countless aftershocks; or is it a failure on the part of planning practitioners to utilise buildings that are appropriately designed for seismic events, and realise the opportunities that a genuinely compact city could yield?

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Community Gardens in Prague: Community Development or Hipster Fashion?

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Keywords: community, gardening, urban development, Prague

The trend of community gardens and urban agriculture has recently emerged in Prague. It could be seen as a growing urban farming movement in the post-communist country. Contemporary projects do not follow tradition of urban and peri-urban private gardening and the motives and intensions of actors are various. The main objective of this poster is to address the question, whether it is a beginning of significant community development or just temporary fashion of particular social group(s). The work is based on 1) interviews with local actors 2) local survey and 3) several case studies comparison. The qualitative data are analyzed and the importance of this issue for urban communities and planning is discussed.

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SESSION 4-9 Suburban Resilience

Lessons from the Housing Crisis on the American Home Front during World War II

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Keywords: emergency housing, participatory planning, Detroit

This paper examines the argument in *Planning the Home Front*--that the federal government of the United States used a "participatory planning" approach to mobilize the American home front for World War II--in the context of the housing crisis that appeared in America's industrial metropolises including Detroit. Millions of Americans moved out of the nation's interior to coastal and Great Lakes states during World War II. They came to work in the war industries, and they brought their families. They put tremendous pressure on the existing housing stock at the same time that war production claimed the materials and labor needed for new housing.

In the federal government's World War II participatory planning approach, the top-down engaged the bottom-up, national objectives (win the war) joined local objectives for building communities, and interest group politics were harnessed to a national project (total war). The federal government dictated the goal (produce bombers), but federal policy left many of "the means" to the local level--and often to individuals--creating a type of planning that combined the top-down and the bottom-up, although not always smoothly. Indeed, many of the means implemented at Willow Run would qualify for what Leonie Sandercock calls planning as "community building" or planning as "self-help, community solidarity, and community organizing for social and economic development."

The paper describes these elements of the federal government's participatory planning approach and delves into housing through the historical case study of the Willow Run Bomber Plant. Located 25 miles west of Detroit and at one time estimated to employ 100,000 workers, the bomber plant, and the stresses it placed on local communities, posed a significant challenge to achieving federal mobilization goals. Housing solutions as ideologically opposed as introducing public housing and expanding single-family home ownership and as varied as model cities and public water supplies for private trailer camps all vied for federal attention and support. It turned out the building bombers, while still keeping faith with American democratic traditions and promises, required building communities and depended on leadership at both the federal and local levels.

The paper closes with reflections on what lessons the American mobilization for World War II and the story of Willow Run holds today for housing and building communities.

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The Persistent Illusion of Affluence: Suburban Poverty in United States History

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Keywords: poverty, suburbs, income distribution

Recent Census data shows that in the 95 most populated metropolitan areas in the United States, more than half of residents with incomes below the federal poverty threshold now live in suburban locations (Kneebone & Garr, 2010). This apparent reversal of US metropolitan income distributions has received a surprising amount of media coverage, indicating an incredulity that belies an enduring perception of middle-class homogeneous suburban America. Though the vision of suburbs as privileged enclaves has been promoted and supported by well-respected scholarship, small pieces of the vast literature on suburbia suggest that these communities have a long history of income and class heterogeneity.

Before the 20th century, suburbs were often considered “slums” given the high value of proximity to the central city in an age of limited transportation options (Jackson, 1985). Taylor (1915) documents class distinctions in early satellite cities, manufacturing outposts that tended to be not only working class enclaves but also home to large numbers of poor immigrants. Warner (1962:40) described the clear divisions of streetcar suburban developments around Boston, noting that “the poor of Roxbury, the shanty Irish” settled along the area’s as yet unfilled marshlands. By mid-1960s, other well-known scholars had begun a discourse challenging the claim of suburban persistence – the idea that suburbs tended to reproduce their middle class or affluent socioeconomic status over time. These brief references to early suburban poverty prompt the questions that drive this paper: To what extent is the rise of poverty in suburbs that we see today a new phenomenon? What can history tell us about enduring income divisions in suburbs, and how can we use that information to formulate policy and program responses to suburban poverty?

As Neustadt and May (1986) famously pronounced, good governance decisions demand attention to and use of history. The same can be said for good planning. Class distinctions in suburbs have a long history that can illuminate the dynamics behind recent income shifts. Drawing on a range of primary and secondary sources within the scholarly literature on suburbs, in this paper I present and analyze evidence for the existence and pervasiveness of poverty in US suburbs since their development, tying the past to the present and highlighting historical patterns that continue in some form in the current context. This historical analysis will inform the work of suburban planners as they tailor their poverty reduction interventions.

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Neighbourhoods, Take Two: An Innovative Decentralization Process in Palermo

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Keywords: neighbourhoods, decentralization, participation, Palermo

This paper focuses on the difference between the notion of *neighbourhood* as it is commonly employed in the Anglo-American world and the idea of *quartiere* as it is generally used in Italy. In the Anglo-American context, the neighbourhood is not just a spatial entity: it is mostly a social network of people connected by common values, ways of life and geographic imaginaries. In this sense, the relationships between community and neighbourhood have been thoroughly pointed out.

The Italian equivalent of neighbourhood ('quartiere') seems pretty much centred on spatial categories. It could probably be translated with the word *district*, therefore losing most of its social connotations. The authors of this paper believe that the idea of *quartiere* in Italy needs to undertake a strong process of renovation, in order to revitalize those social qualities that should define the true nature of a neighbourhood.

Since we are living in an era of globalization, cosmopolitanism and neoliberalism, it appears that public spaces, along with the very idea of what public is today, are experiencing a very strong crisis. Following Michel de Certeau's definition, the authors believe that neighbourhoods still remain the connecting element between the private sphere (home) and the public sphere (cities). It is within this theoretical framework that neighbourhoods can prove to be a viable answer to the crisis of public spaces. Of course, a new definition needs to be provided, one that is not a nostalgic hope of returning to an older situation, but one that revitalizes neighbourhoods, and strengthens the social and spatial values they can still convey today.

As a concrete application of these ideas, the authors have been looking for *neighbourhood identity areas* in Palermo. Recognizing such areas can allow citizens to embrace the active sphere of politics. Neighbourhoods urge citizens from the 21st century to rediscover society, conceived as the connecting ground between each other.

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'High-Rise City Living' as a Particular 'Housing Culture' in South Korea: A Case Study of the Gangnam District in Seoul

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Keywords: high-rise city living, housing culture, South Korea

This paper aims to explore a new way of understanding about high-rise built environment shifting away from the dominant explanation of western-centric view as social housing for the poor. A focus on the effects of urbanisation and suburbanisation due to the industrialised process in the modern era has arguably predominated within current theories on high-rise built environments and policy implications. In the most recent debates, however, these theories have come to be at stake, as Kearns et al. (2012) indicates that 'the current period is one of ambiguity and contestation over the future of high-rise' (p 97). They acknowledge the new contexts of high-rise issues, based on two competing tendencies with different approaches in their ideas and practices towards high-rise living as simultaneously arisen over the last decade or so. On the one hand, it is suggested that high-rise blocks of social housing has often been demolished or replaced rather than repaired and renovated in their renewal projects, which involves the initiative of rehousing residents into low-rise settlements with gardens. On the other hand, as encouraged by Lord Roger's Urban Task Force (1999), high-rise living offers the potential of higher densities and more vital urban environments, and has come to be one of the essential elements in the projects of 'urban renaissance' for the future British cities, in which economic reason is primarily concerned unlike the intention of previous social welfare ideas in redevelopment schemes.

These two conflicting development patterns have in fact the same root in the paradigm of sustainability. In line with these initiatives, policies actively intended to carry out the ideas and their practices: hence, high-rise buildings are demolished on the one hand, but they are reborn in other contexts on the other. However, not only could these both directions produce the other binary patterns of development reversely, but also provide another deterministic tendency, iterating the reduction to the built form of residential environments. Instead, it can be argued that a neutralisation of the built form is needed in order to be free from the standardised normative discourses, which privilege the deterministic power of the built form.

Based on the empirical research in South Korea, the paper explores to set up an analytical framework of 'housing culture' to better understand the built environment, which is based on the cultural identity in consumer society. Korean high-rise apartments are representative of middle-class housing since the 1970s supported and augmented by the developmentalist government, and now developed to the producer-branded apartments, such as Samsung, LG or Hyundai, from the deregulation of housing policy since the Asian economic downturn in 1997. From this background, it highlights that the meanings of built form are not innate to physicality, but socially and culturally constructed, which was carried out through the in-depth interviews with active actors in the housing market, mainly developers, consumers and policymakers. This findings suggests that there should be new ways of thinking for better understanding about the built environment for the sustainable future, which requires need for research, for instance, the role of public media and policy into shaping a distinctive housing culture, or planning and planner's role for constructing built environment.

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Suburban Resilience: The Athenian Periphery in Time of Crisis

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Keywords: resilient suburbs, neighborhood regeneration, adaptive resilience

Urban resilience, just like urban disaster, may take many forms and can refer to many aspects including urban morphology and scale. While the pursuit for climate-protected communities is becoming widely acknowledged, the capacity of suburban neighborhoods to play a constructive role in addressing climate change has yet to be investigated. This is even more important because it is precisely where the majority of metropolitan population lives and where little adaptive action is currently taking place.

Moreover, when climate change intertwines with economic austerity, initiating urban transitions from the present regime to a more sustainable and resilient future may become even more challenging, a Sisyphean task. The current situation in Athens, Greece, proves that downgrading of living conditions in a time of fiscal crisis may facilitate (through e.g. restraint of urban sprawl and decrease in private car use) or hold back (through e.g. deforestation for heating firewood) such efforts.

Aiming at establishing new urban forms at the neighborhood and block scale through either regeneration or new development so as to meet urban resilience criteria in anticipation of climate change and economic instability we have examined eight case-study typologies of urban form in residential suburbs and urbanized traditional settlements in the periphery of Athens widely varying in socio-economical and environmental terms.

Our research produced a number of indices and graphs addressing quantitative and qualitative aspects, that include street patterns, urban block and building geometry, physical and functional distances, frequency of building entrances and street intersections, building facade continuity, shapes and cyclomatic numbers of alternative routes, perceptive views from and onto the street and the block, public and private open space features, green infrastructure, etc. We have subsequently pursued the comparative analysis and evaluation of the case studies according to urban resilience criteria synthesized of concepts located in recent planning and environment literature: adaptability, accessibility-walkability-connectivity, safety, human comfort, territorial economy, social interaction, compactness/spaciousness.

Thereafter, urban design and policy guidelines as to the preference of specific urban forms and neighborhood typologies were derived. Next to applicable deductions, our study alludes to the imperative for urban planning and design theory to further explore low and medium density in relation to urban resilience and suburban adaptability for climate change within a context of fiscal austerity.

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SESSION 4-10 Environmental Risk Assessments

Urban Housing and Earthquakes in Developing Countries: Vulnerability, Resiliency, and the Goal of Sustainability

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Keywords: housing, sustainability, resiliency, natural disaster

Natural disasters result in over 60,000 deaths each year worldwide. Injuries exceed the death toll from these disasters and damages are in the tens of millions a year on average (Kenny, 2009; Centre for Research on the Epidemiology of Disasters, 2012). According to data from the Centre for Research on the Epidemiology of Disasters, a significant portion of the total costs of natural disasters can be attributed to earthquakes.

Much of the human and economic costs associated with earthquakes are related to building collapses. In developing countries, especially urbanized areas, human fatalities and injuries from earthquake-related structural failures are far more prevalent due to inadequate construction methods and weaker enforcement of building regulations. The collapse of buildings, especially housing, can also have indirect effects on the health, safety, and economic livelihood of a community.

Over the last 10 years, housing research and practice in developing countries has concentrated on affordability and sustainability; the latter typically focusing on the environmental impacts of design elements, such as materials and energy consumption (see, for example, Choguill, 2007). However, in hazards research, resiliency is the focus. Resiliency is broadly defined as minimizing the negative impacts of a hazard event such as an earthquake (Cutter, Barnes, Berry, Burton, Evans, Tate, & Webb, 2008); therefore, housing resiliency in earthquake prone areas would be concerned with the structural integrity of a country's housing stock.

This paper seeks to develop an integrative understanding of housing sustainability and resiliency for urbanized, earthquake prone areas in developing countries. Specifically, through the analysis of published materials, available published data, and interviews with key informants in the housing development process, we investigate the opportunities, limitations, and tradeoffs in seeking both housing sustainability and resiliency for urban dwellers with a particular interest in the prospects for the poorest households.

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Remembering and Recovering: Negotiating the Social and Ecological Imperatives of Rebuilding

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Keywords: disaster recovery, rapid rehousing, sustainability, place attachment

As extreme climate events become more and more frequent, the field of Planning must continually refine its approaches to disaster planning, mitigation, and recovery efforts. Often the administrative failings that follow disasters, as well as the resulting inequities of burdens born by more vulnerable populations, are much more harmful to communities than the storms themselves. FEMA trailers, Katrina Cottages, early comprehensive planning campaigns, and other rapid recovery strategies in many cases have not proven to be sufficient antidotes to many of the problems facing those trying to rebuild their communities. This paper will draw from interviews, content analysis of primary documents, and existing planning literature to first review some of these most notorious failings to illustrate the importance of contextually sensitive planning in disaster recovery. Then, drawing from literature outside of disaster recovery planning, this paper will make a case for the infusion of place-attachment and other socially-entrenched theory more directly into climate change planning studies. Finally, emergent best practices in the field will be held up as fodder for future research.

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Understanding Relevant City Characteristics in Countrywide Urban Renewal Planning: State-led Urban Renewal in the Context of Disaster Mitigation in Turkey

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Keywords: urban renewal, disaster-risk, Turkey

What is special about the cities prioritized within the context of recent countrywide urban transformation initiative in Turkey? Which city characteristics are relevant in explaining the likelihood of urban transformation at a provincial level? I address these questions through a detailed analysis of recent urban transformation initiative in Turkey. The legal basis of this new phase of urban restructuring is the recently enacted “*Law on Transformation of Areas under Disaster-Risk*”. In the aftermath, the central government announced that 33 provinces (out of a total of 81) are prioritized through inclusion in the initial phase of transformation. In this paper, my objective is to explore the common characteristics of the provinces prioritized in the central government’s urban transformation agenda. This will help to understand the main ‘objectives’ and goals of this massive urban restructuring plan in the developing country context of Turkey.

By using logistic regression method, I identify variables determining the likelihood of a province to be prioritized for urban transformation. My preliminary results suggest that there is statistically significant positive relationship between the likelihood of prioritization for urban transformation and the earthquake-risk index score. This suggests that initial phase of countrywide urban renewal addresses the disaster preparedness objective of the central government. In addition to the disaster-risk, socioeconomic development-index scores, per capita local government tax revenues and public employment level are statistically significant in explaining the likelihood of prioritization of a province in the first phase of state-led, centrally planned countrywide urban transformation.

This paper provides a better understanding of the most debated contemporary urban policy in Turkey. Given the fact that Turkey sits on major geological fault lines, being associated with high disaster-risk is not a very distinctive characteristic for almost all of the provinces. It is also important to note that the discourse and legitimation of this urban transformation agenda is based on disaster-preparedness. However, other socioeconomic factors determining the likelihood of prioritization in urban transformation need to be scrutinized. This provincial level analysis is an initial attempt to understand the potential impacts of this redevelopment plan. The results of this study will help to construct empirical grounds for further research on Turkey’s ambitious urban transformation agenda and its institutional constructs.

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Temporary Housing Supply and Its International Cooperative Background after the 1963 Skopje Earthquake

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Keywords: temporary city, temporary housing supply, the 1963 Skopje Earthquake, international cooperation in time of disaster

50 years have passed since the 1963 Skopje Earthquake occurred.

According to the official report edited by the United Nation, “Skopje Resurgent”, it is said that the planners had established “temporary city” within 1.5 year after the disaster to accommodate 120,000 people who had lost their place to live in, without caring how they would permanently reconstruct the city later on.

It means that those planners gave higher priority to stabilization of residence of sufferers for the moment than being anxious for the anticipated contradiction between non-planned-temporary reconstruction and planned-permanent reconstruction.

The prefabricated houses imported by the federal republic of Yugoslavia for constructing temporary city consisted of those ordered by the will of their own government and those provided by the favor of foreign governments.

Such international cooperation supervised by the United Nations should also be indispensable in the future disasters in which damage scale exceeds the capacity of building production of a certain country.

This research aims to find suggestions to remodel the ideal form of temporary housing and international cooperation after large scale disasters, with clarifying such facts, concerning prefabricated-temporary houses built after the 1963 Skopje Earthquake, as physical features and construction periods of temporary houses, procedures and means to construct them, location and attributes of their construction sites and the way how occupants for each temporary houses determined.

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PANEL 4-1 International Developments in Planning for Affordable Housing: Supporting or Exacerbating Market Failure?

International Developments in Planning for Affordable Housing: Supporting or Exacerbating Market Failure?

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Keywords: inclusionary planning, GFC, affordable housing supply

Roundtable Abstract:

This roundtable will discuss rapidly changing developments in planning for affordable housing, focusing particularly on the use of the planning system to support intermediate housing market solutions in a time of financial constraint. Given increased anxiety about the impact of planning regulations on development viability, the roundtable also examines how different models might impact upon housing supply and affordability across the market.

Roundtable speakers will compare recent experiences in planning for affordable housing across Ireland, the United Kingdom, Israel, South Africa, Australasia and the United States:

- Professor Rachelle Alterman, Israel Institute of Technology, will draw on her international research on planning law and practice to establish a framework for comparing experiences. She will also outline recent developments in planning for affordable housing in Israel.
- Professor Alan Mallach will discuss potential implications and learnings arising from global policy transfer of inclusionary housing approaches, focusing particularly on planning for affordable housing in the context of redevelopment/regeneration within distressed communities.
- Dr Michelle Norris, University College Dublin, will focus on planning for affordable housing during the GFC, with particular reference to the Irish case, where inclusionary zoning legislation (introduced in 2000) worked well during economic boom but has since precipitated negative and unanticipated outcomes, including oversupply of affordable housing for sale.
- Dr Tricia Austin, University of Auckland will draw on a comparative study of the UK, Australia, and New Zealand being undertaken with Professor Christine Whitehead and Dr Nicole Gurran focusing particularly on the implications of new planning reform and deregulation agendas for inclusionary housing approaches.
- Dr Neil Klug, University of the Witwatersrand, Johannesburg, will outline new research on South African approaches. While government planners are seeking low housing income inclusion in new developments, developers oppose these as too onerous given market conditions. Mixed income developments, whereby developers partner with local government, are providing for a 'gap market' but not the very low income range.
- Professor Tony Crook, University of Sheffield, will discuss the results of a number of studies of planning led mixed tenure developments, including both social and affordable housing, in England.
- Dr Nicole Gurran and Catherine Gilbert, University of Sydney, will draw on Australia's recent experiments with planning for affordable home ownership through modified design controls/windfall capture, to ask whether planning for affordable home ownership resolves developer and resident opposition to inclusionary housing, but raises new supply risks in low value markets.

SESSION 4-11 Urban Environmental Resilience

Proposal of a Local-specific Environmental Assessment Method for Yedikule Neighbourhood, Istanbul

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Keywords: sustainable community development, environmental assessment methods, Yedikule Neighborhood, urban renewal

The impacts of advanced technology and changing lifestyles in urban environment have been forcing communities to a transition process. This transition is in the process of occurring to achieve the sustainability of urban systems which do not only focus on the physical world and the economy, but also focus on the communities that aim to create resilient urban environment. Urban resilience requires environmentally conscious societies, therefore neighborhoods which are considered as the basic units of urban environment, emerge as the most significant component of this transition process.

Nowadays, urban transition process in Turkey densely comes to life with multi-dimensional urban renewal projects in neighborhood scale which mostly concentrate on increasing urban resilience against natural hazards. Defining local-specific environmental assessment methods (LS-EAM) is regarded as a crucial subject of urban renewal projects to achieve Sustainable Community Development. These methods consist of analyzing and eliminating a set of criteria which are beneficial for increasing resilience of urban areas such as adaptation to climate change, natural hazard mitigation, and increasing quality of urban life.

Today, many countries seem to have produced their own criteria set for building scale implementations or adapted envisaged criteria set to the existing systems, on the other hand neighborhood scale practices are not common. Therefore, the study of the phenomena becomes important since implementing the global principles of sustainability at the building scale causes fragmented approaches in urban planning. Moreover, the building scale rating systems are insufficient to reach the sustainability goals at urban level. For this purpose, this research will be organized in two sections that aim to define LS-EAMs by comparative analyses of different models in the world and develop a local specific model for Yedikule Neighborhood in Istanbul which is located in Historical Peninsula.

In this paper, firstly, sustainable community development and environmental assessment methods at neighborhood scale will be identified by analyzing the headlines, categories, criteria sets and weights of selected methods which are accepted as the most common systems in the world such as LEED ND, BREEAM Communities, CASBEE UD and Green Star Communities. Secondly, criteria filtration will be practiced to develop a local-specific model, to measure the validity of criteria set for the existing situation in Yedikule Neighborhood which is a strongly potential future urban renewal area in Istanbul when the effects of inner and outer transition factors are included.

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The French Policies of the Sustainable Rehabilitation of the Housing: the Example of the “OPATB” in Grenoble

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Keywords: housing, sustainable rehabilitation, public policy, actor, France

In front of the crisis to come of the energy resources, of the climatic change due to the human activity, the actors of the housing in France try to make the housing sustainable, that is energy-efficient and environment-friendly. If recently the public policies have for objectives to develop the construction of a new sustainable housing, with the development of new quality standards and a new thermal regulations in buildings, for several decades, the policies of rehabilitation towards the existing housing strengthen their actions in terms of energy saving and reduction of gas emissions, and imagine new tools to make the existing housing more sustainable.

In this communication, we will try to answer the following questions: how can we define the public policies of sustainable rehabilitation in France? How the actors imagine new tools to be effective? How these tools are implemented? And what are their effects on the housing and the territories? So, to answer these questions, we will present, at first, the energy and environmental problems which exist in the housing in France; then, secondly, the public policies of thermal and energy rehabilitation of the existing housing, which are contracting and incentive policies, and finally in the last time, the example of a recent tool of rehabilitation, the “opération programmée d'amélioration thermique et énergétique des bâtiments” in Grenoble, from 2005 to 2009, with its implementation and its assessment.

Implementing Green Infrastructure through Residential Development in the UK – The Housebuilder Perspective

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Keywords: green infrastructure, house building, state-market relations, residential development

In contrast to initiatives elsewhere, the emergence of the Green Infrastructure (GI) agenda within the UK has been firmly aligned with mainstream economic development goals, driven to a large extent by the combined concerns of increasing urban development/compaction and climate change impacts. Whilst embedding GI provision within spatial planning and housing policy remains largely limited in UK planning practice, there are a few notable exceptions, signalling the potential for a market-based delivery model of GI implementation, particularly through new residential development. Although a significant literature has emerged which addresses GI plan-making, the role of institutional/market behaviour in facilitating GI implementation has been ignored. In addressing this gap, this paper presents preliminary findings of an ongoing study exploring the attitudes and behaviours of speculative housebuilders towards green infrastructure provision through new residential development. In doing so, it raises questions over the capacity of the market to deliver state-led policy initiatives aimed at enhancing private-sector led GI provision and reflects on the development of a conceptual basis for understanding institutional capacity in urban greening.

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Residential Energy Efficiency and Default Risks

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The Great Recession in the United States provides a clear indication that mispricing mortgage risks can have very undesirable consequences. Unfortunately, mispricing risks is likely to have unintended negative consequences for the housing recovery as well. For instance, if mortgages on energy efficient homes have lower default risks than those on less energy efficient ones, using the same underwriting guidelines and pricing in both cases may not be the most efficient way to allocate credit. While many have theorized that efficient homes should have lower default risks than ordinary homes because the former should be associated with lower residential energy and transportation costs, leaving more money to make the mortgage payment, there has been very few empirical studies. Due to data availability, prior work has relied on proxy measures to capture such effects. In this study, we address this limitation by examining if energy efficiency is associated with lower default risks. We use a national sample of about 100,000 loans from CoreLogic and examine if Energy Star rating on a house reduces the delinquency and prepayment risks. We use a carefully constructed sample of energy star and non-energy star single family homes, accounting for household as well as neighborhood characteristics, and use a multinomial logit model to model simultaneously 90 day default and prepayment risks. Preliminary findings indicate that default risks are lower in energy efficient homes. We use the findings to derive implications for research and policy.

SESSION 4-12 Urban Social Resilience in the US

University-led Neighborhood Revitalization Initiatives: Evaluating Neighborhood Change- A Pilot Study of the University of Pennsylvania's West Philadelphia Initiatives Impact on University City

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Keywords: neighborhood revitalization, anchor institutions, neighborhood change

Over the last two decades, the University of Pennsylvania (Penn) has used a variety of community development initiatives to revitalize the surrounding neighborhood. These include subsidies for homeownership, creation of commercial corridors, public education, and public safety (Rodin 1990, Webber and Karlström 2009). Similar to other historic industrial cities, Philadelphia's economic base has shifted towards a knowledge economy with universities playing a central role. Penn has emerged as a model for urban universities across American cities, advancing the pursuit of knowledge within the region while engaging the neighborhood locally. The result has been a substantial intellectual, financial and physical investment by Penn to support the transformation of the West Philadelphia community from being disinvested to becoming a vibrant community of choice (Rodin 1990).

Since the mid-1990s, Penn has undertaken a comprehensive revitalization program in the West Philadelphia neighborhood, resulting in new retail space, increased homeownership, reduced crime rates, and the development of a successful elementary school (Rodin 1990). A recent study of Penn's neighborhood initiatives suggests that West Philadelphia has experienced significant revitalization since program inception. However, the neighborhood's socio-economic makeup has also changed, particularly within the area serviced by the new elementary school. This raises the critical question of whether university-sponsored revitalization has produced results that have gentrified the community (Ryan and Hoff 2010). Did Penn's neighborhood investments reduce the socio-economic diversity of the neighborhood? Did the revitalization enable the community to prosper, allowing West Philadelphia families to grow in place? What does it mean for an anchor institution to actively stimulate neighborhood change?

Utilizing 2010 Census data, this paper undertakes a critical analysis of the socio-economic shifts that have occurred in West Philadelphia before and after Penn's neighborhood revitalization initiatives. Further, it examines the impacts of the University's investment, exploring perceived and realized gentrification within the community and addressing the potential benefits and consequences of neighborhood change. The paper examines the experience of Penn and the West Philadelphia community, considering transferrable lessons about the role of anchor institutions in neighborhood revitalization.

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Public Housing Redevelopment and Poverty: Getting Nothing from Something

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Keywords: public housing redevelopment, HOPE VI, poverty

Concerns have arisen concerning the well-being of original residents of public or social housing redevelopment sites, both in the US and internationally (see for example, Goetz, 2010, Fullilove, 2004, Kleinhans and Varady, 2011, Goetz and Chapple, 2010). Research suggests that in the US, public housing redevelopment has not benefited original residents—they move out of high-poverty neighborhoods but show no increases in economic security, health, or social integration. However, they tend to feel safer and be more satisfied with their post-relocation housing. Yet, much of what we know about the impacts of redevelopment come from specific sites without any sort of comparison group, potentially under-estimating the impact of the program. Moreover, only a few studies capture the experiences of original residents over time.

This paper presents results from a longitudinal, mixed-methods evaluation of a HOPE VI public housing redevelopment site in the US's Pacific Northwest. The quasi-experimental research follows both 122 original residents and a comparison group of 53 voucher holders in the same jurisdiction from the time the former public housing residents relocated to 3 years after relocation using in-person surveys. The analysis uses propensity score weighting to make the former public housing residents and voucher holder more comparable, to allow for comparisons over time to a realistic counterfactual. Further this study allows for the examination of commonalities and differences in trajectories experienced over time. Additionally, 51 in-depth interviews allow for depth of interpretation of these quantitative results. Results suggest that while lack of impact concerning economic security is consistent with previous results, in some areas relocated residents have some advantages but in others they experienced worse outcomes than similar voucher holders. Implications for continued efforts in public and social housing redevelopment are discussed.

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The Neighborhood Quality of Subsidized Housing

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Keywords: affordable housing, walkable neighborhoods, sustainable urban form

Residential segregation by income is now stronger than thirty years ago in the US, with more lower-income residents living in urban neighborhoods where most of their neighbors also have low incomes, and more upper-income households residing near people like themselves. This has problematic consequences since residents with low incomes are more likely to be isolated from economic and other resources. A related trend is that homes in places with high economic opportunity—places that are mixed-use, amenity-rich, transit-accessible and walkable—have started to match or exceed the economic performance of homes in less walkable areas. Demand for housing in such locations exceeds supply, and, together with higher land and construction costs, housing in these areas is less affordable. Hence, residents with more education, employment and income are more likely to be able to experience the economic benefits of well-served areas than other residents.

Does subsidized housing, in combination with other supporting policies facilitate greater access to areas with high economic opportunity? Using spatial regression methods, we test whether different types of subsidized housing programs are associated with more or less income diversity and opportunity access. Specifically, we compare the differential impact of public housing, subsidies for private developers, and tenant-based housing vouchers. Further, we investigate how these programs compare for different subsidized household types, such as seniors, families or disabled residents, or subsidized households in different income groups. To address these questions we utilize a unique and comprehensive neighborhood-level database we assembled for the 359 metropolitan areas in the U.S. It includes close to 20 million address-level, current (2010-12) records aggregated to over 100 block-group level variables to characterize neighborhoods. This article identifies the policies, zoning and funding mechanisms most associated with subsidized housing in high opportunity neighborhoods.

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Rebuilding Social Organization in Low-income Neighborhoods

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Keywords: housing policy, concentrated poverty, social organization

Researchers have linked low-income neighborhoods with high crime, low employment, poor health, and low educational achievement. Because of these linkages, federal housing policy over the past few decades has often tried to disperse the poor from these neighborhoods into more affluent neighborhoods with the hope that better institutions and better neighbors will motivate these families to improve their lives. Research has shown, however, that race and income continue to be significant barriers for poor families to realize the benefits from these new neighborhoods. Scale, methodology, and mixed results have plagued these housing mobility programs and led to renewed interest in neighborhood revitalization efforts.

This investigation instead looks at the influence of neighborhood residents who are similar in race and income to their neighbors, but motivated to better their lives. Specifically, this proposal hypothesizes that Habitat for Humanity families are more motivated to better their lives than their neighbors because of Habitat's selection criteria and because they have completed the process of becoming a Habitat homeowner. The theory also suggests that Habitat homeowners have a positive effect on their neighbors, and their neighborhood. This effect is measured through components of social organization. Wilson (1987) has defined these components as a sense of community, positive identification with one's neighborhood, and explicit norms and sanctions against aberrant behavior.

This investigation takes advantage of the Making Connections survey sponsored by the Annie E. Casey Foundation. The survey was collected from 2002-2011 in 30 low-income neighborhoods within 10 U.S. cities geographically spread across the country. Qualitative interviews with key Habitat staff and systematic social observation (Sampson & Raudenbush, 1999) in selected Making Connections neighborhoods will be used to support the quantitative survey data. GIS tools will also be used to visualize the influence of Habitat clusters versus scattered site development, and to investigate new ways of defining neighborhoods. Along with accepted political boundaries, neighborhoods will also be defined by the residents themselves and through what Briggs (1998) refers to as "functional" neighborhoods to determine if there is a critical distance at which point Habitat influence wanes.

Important for planning practice and scholarship and important as learning outcomes, this research helps fill the gap on what little is known about the influence low-income and minority residents who are motivated to better their lives have on their neighbors. The study will also add significantly to the small amount of formal research that exists on both Habitat for Humanity and how we define neighborhoods for research.

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SESSION 4-13 Urban Social Resilience: International Perspectives

Social Cohesion and Sense of Community: An Analysis of Residential Quality of Life and Neighbourhood Satisfaction in the Greater Dublin Area

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Keywords: urban planning, residential quality of life, neighbourhood satisfaction, social cohesion, sense of place

Rapid economic growth and the housing boom of the late 1990s and early 2000s, allied with population expansion and increased demand for private housing, resulted in a new dynamic of housing development in the Greater Dublin Area (GDA), the area comprising Ireland's capital city and its hinterland. During this period, in common with international trends, development was characterised by new housing developments along radial transportation routes and on the fringes of the city, as well as the edges of urban settlements in and beyond the GDA. Concurrently, the inner city saw significant brownfield development, urban densification and regeneration. At the same time however, the traditional city suburbs witnessed population stagnation, and in some cases decline. In order to conceive of resilient policies and planning practices which can sustain urban viability and improve the quality of life for local residents, it is necessary to have a clear understanding of the 'lived experience' of residents in these places, in the context of contemporary socio-economic realities. Only then can social, environmental or economic problems be effectively tackled. Focusing on the theme of 'social cohesion and sense of place' and building upon existing planning and sociological research (e.g. Gkartzios and Scott, 2010, Corcoran et al., 2010), this paper draws on the results of a household survey which was specifically designed to consider quality of life and neighbourhood satisfaction at the local level across a range of urban typologies. With the GDA as its setting and drawing upon the methodological approach of Parkes et al. (2002), the paper considers the central issues of social cohesion and sense of place from the perspective of those living in the modern residential environment in terms of quality of life and neighbourhood satisfaction.

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How Do Different Types of Households Respond to Inner City Urban Regeneration Projects? Perception of Opportunities and Risks

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Keywords: social resilience, adaptive capacity, urban regeneration

Most of the inner city regeneration projects have important implications on the households already settled in those neighborhoods. While these transformation projects bring different opportunities and risks, the response of households varies in accordance to their adaptive capacities, the levels of participation to decision-making and social capital, which are the main determinants of “social resilience”.

Adger (2000, p. 347) defines social resilience as “the ability of groups or communities to cope with external stresses and disturbances as a result of social, political and environmental change”. Social resilience comprise the ability of human societies to adapt to change, to respond to adversaries positively with flexibility and creativity, and to have the opportunity to develop (Folke, 2006; Nelson, Adger and Brown, 2007) out of experienced changes.

In this paper, we aim to discuss the different responses of various households to urban regeneration projects with the help of a case study on Büyükdere-Maslak axis that utilises the framework that links urban transformation and social resilience (Eraydin and Tasan-Kok, 2013). The case study firstly explores the perception of opportunities and risks of regeneration projects by different households. Secondly, it examines the importance of livelihoods, primarily represented by two types of assets; first labour, human skills or tools of trade; namely human capital and second includes ownership of properties such as housing in perception of risks and opportunities and responding to the changes brought by regeneration projects. Thirdly, the study discusses the importance of the ability of social groups to represent themselves and to take part in the negotiation process and access to political and social influence in shaping the perception and responses of households. Fourthly, the paper focuses on the role of social capital in defining the response of the households.

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Is the Mixed Use What Would Improve Qualities of Mass Housing Estates?

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Keywords: prefabrication, mass housing estates, mixed use

As since the 50s until the beginning of 90s prefabrication was the main way of housing construction in Slovakia (in that time part of former communistic Czechoslovakia), apartments in prefabs represent 1/3 of overall number with approximately 2 millions of people (of 5 millions' population) who still live in. Only in Bratislava, the Slovak capital, prefabricated apartment blocks house 70% of population (Moravčíková et. al., 2011: 61). In case the largest and the most well-known mass housing estate Petržalka of 120.000 inhabitants separated from Bratislava, it would become the 3rd largest Slovak city.

What seemed to be effective, efficient and according to some experts the only possible solution of large urbanization and migration to the cities after the 2nd world's war, had in fact many undesirable impacts like monofunctionality, monotony, uniformity, bad spatial orientation, little privacy, low construction quality, etc. In these terms wide spread nickname of prefabs, "rabbit hutches", seems perfectly suitable.

With the fall of Communism in 1989, mass housing construction was almost immediately stopped and simultaneously a public criticism against it rose; there were even some calls for their demolition (Moravčíková et. al., 2011: 57). Despite of more than 20 years of professional discussions, papers and studies, life in mass housing estates hasn't changed much. Except for painting facades and revitalization of a few public spaces inhabitants are still facing the same problems, in addition with some new issues. As substantial part of housing stock in Slovakia (considering lack and high prices of new apartments) and mainly thanks to wide social variety of residents (workers, doctors, teachers, etc. living door next door) mass housing was accepted as rather good living standard for reasonable price without a danger of significant decline. Anyhow, question what and how to do in order to change "sleeping" estates into qualitative urban environment still remains.

In these terms, the paper focuses on support of mixed use in the mass housing estates reflecting to former ideas of "complete housing construction" that due to economic crisis in 70s have never been put into practice. Studying transformation of facilities during different time periods in selected housing estates might help to understand changes in residents' requirements towards their current needs and furthermore to propose some planning tools for implementation of missing functions and promotion of mixed use urban environment.

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Young People as City Framers: Putting Youth Participation in German Municipalities to the Test

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Keywords: youth participation, city planning, participatory culture, adolescents, Germany

In current practice of city planning in Germany the involvement of adolescents is still a field of action, where planners are unsecure. Nevertheless, a rising awareness is noticeable, which acknowledges adolescents as potential experts in urban planning and as bottom-up “framers” of cities. Given that young people are a decreasing group in German society due to demographic change this is an important development. In the next decades, the influence of adolescents will inevitably decrease in production processes of society and of (public) space. Offering youth opportunities to contribute to discussions and decision-making is, therefore, an objective that should be given importance.

In line with this the German Federal Ministry of Transport, Building and Urban Development launched the research field “Adolescents in Urban Neighbourhoods” in 2009. The aim is to promote the interests, needs and contributions of youth in community development. All over Germany 55 pilot projects were implemented. The projects’ aim was to explore young lifestyles, to identify (spatial) needs of young people in the city and to explore innovative formats of participation. In the long term the pilot projects shall contribute to a participatory culture that involves adolescents as active partners of community development.

The paper summarises results of the research project “Youth participation in the practical test” which was conducted for the German Federal Institute for Research on Building, Urban Affairs and Spatial Development in 2012. Aim was a scientific assessment of outcomes and impacts of the 55 pilot projects and a knowledge transfer on youth participation based the stakeholders’ experiences. The qualitative research design acquired knowledge by

- a broad document analysis of all internal reports on the 55 pilot projects,
- in-depth studies on 14 pilot projects (based on workshops and interviews), and
- the conduction of 3 conferences on youth participation (with about 100 experts each).

Concluding youth participation in German municipalities was analysed in view of themes, stakeholders, methods, organisation, success factors and barriers to progress, results, transferability and continuation. Based on the study recommendations and strategies for the involvement of young people as stakeholders in community development were drawn.

The research findings illustrate impressively that the top-down involvement of adolescents in community development and the active bottom-up engagement of young people as city framer can be source of numerous positive impulses. On occasion of the AESOP Congress the authors will interpret the findings closely in view of the potential contribution of adolescents to the creation of more resilient and adaptive urban areas.

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SESSION 4-15 Economic Resilience at the Neighbourhood Level in US Cities

Analyzing Neighborhood Foreclosure Risk in the United States in the Context of Inequality

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Keywords: U.S., foreclosure, income inequality

The national foreclosure crisis in the United States that began in early 2007 has had a disastrous effect on many individuals and households, most neighborhoods, cities, states, as well as the nation and the global economy (Been et al., 2011; Bowdler et al., 2010; Butrica, 2012; Center for Responsible Lending, n.d.; Cohen and Wardrip, 2011; Comey and Grosz, 2010; Heflin, 2010; Isaacs, 2012; Kachura, 2011; Kochhar et al., 2011; *The New York Times*, 2011; Rosengren, 2010; Stiglitz, 2012, among others). Foreclosure studies have been undertaken at the national (e.g., Immergluck, 2009a, 2009b), regional (e.g., Laderman and Reid, 2008), and select metropolitan levels (e.g., Immergluck and Smith, 2005; Anacker and Carr, 2011).

The Great Recession, which technically lasted from December 2007 to June 2009 (Bureau of Economic Analysis, n.d.) has increased the level of socioeconomic inequality and, thus, policy concerns (Bricker et al., 2012; Kochhar et al., 2011). Inequality has been tolerated for the past few decades as most Americans believe in upward economic mobility which has not been the case for many (Mazumder, 2012; Noah, 2012). Interestingly, inequality has not been discussed much in connection with the foreclosure crisis (Rajan, 2010).

This paper analyzes neighborhoods foreclosure risk in the largest 100 metropolitan statistical areas (MSAs) in the United States. The unit of observation is the Census tract level. The data base consists of two merged data sets: first, the Neighborhood Stabilization Program (NSP) 3 2010 data set, provided by the U.S. Department of Housing and Urban Development; second, the American Community Survey (ACS) 2005-2009 data set, publicly available on the U.S. bureau of the Census factfinder2.census.gov website. Both data sets have Census tract boundaries based on the 2000 Census.

This study will investigate select aspects of socioeconomic inequality in terms of neighborhood foreclosure risk rates. An index of socioeconomic inequality in terms of (a) household income and (b) the median house price will be created, comparing and contrasting the particular Census tract to the (a) average and (b) median in the MSA. The following research questions are asked: (1) is there a relationship between neighborhood foreclosure risk rates and select aspects of socioeconomic inequality? (2) do select aspects of socioeconomic inequality influence neighborhood foreclosure risk rates? Answers will be based on descriptive statistics and regression analyses.

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Opportunity Neighborhoods and Regional Equity: What Role for Community Development?

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The “geography of opportunity” is a planning concept of recent origin that is designed to indicate the spatially differentiated life chances within metropolitan areas (Galster and Killen 1995). Not only is the notion useful for examining the spatial outcomes of market and state actions, but it has been used to guide state actions, especially in the arena of housing policy. For example, the concept is embedded in a range of public policies pursued in Europe and North America related to income mix, poverty deconcentration, and desegregation.

In the past ten years in the U.S. several “opportunity analyses” have been done at the state and local level by a variety of nonprofit entities (see, e.g., Kirwan Institute 2006). Various called “equity atlases” or “equity analyses,” these reports more fully operationalize the concept of opportunity neighborhood and take it beyond the original ideas of simple poverty or racial concentration. In these works, opportunity is conceived of as multi-dimensional, incorporating access to transit, quality schools, jobs, crime and quality of life, affordable housing, health and environmental hazards.

As opportunity analyses have evolved advocates have come to realize that the multiple dimensions of opportunity often cut in different directions, i.e., that there is some internal dissonance to the concept. Neighborhoods rich with transportation options, for example, may be poor in educational quality, or neighborhoods with employment opportunities may have high crime and environmental risks. It has also become clear that specific policy responses do not inhere in any given geography of opportunity. Advocates and policy makers must still make choices about whether to emphasize community development efforts to revitalize low-opportunity areas or regional and mobility approaches that aim at providing greater access to high-opportunity areas.

In this paper I analyze six prominent regional equity analyses (from Denver, Portland, New Orleans, Seattle, Minneapolis, and Sacramento) and one national study (Reconnecting America 2012) to a) determine how the concept of “opportunity neighborhood” has been operationalized and measured, b) how the issue of internal dissonance is addressed (i.e., how different dimensions of opportunity are weighted, whether a single summary measure of opportunity is sought by the researchers, etc.), and c) what policy measures are recommended (specifically, what is the balance between community enrichment strategies and regional accessibility approaches). The contributions of such opportunity analyses to urban policy and planning are discussed.

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The Social Impact of Home Rehabilitation in Low-income Neighborhoods

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Keywords: foreclosures, neighborhood stabilization, neighborhood revitalization

Compared to previous recessions, in the United States mortgage defaults and foreclosures increased much more sharply, and there were typically higher concentrations of foreclosures in lower-income urban centers (Rugh, 2010). Due to the impact of the crisis, the United States Federal Government provided aid for the purchase and rehabilitation of foreclosed housing in high foreclosure areas. The program, the Neighborhood Stabilization Program (NSP) issued \$7 billion to agencies to rehabilitate foreclosed housing in highly affected areas. The economic and social impact of the program has not been established. A large-scale quantitative evaluation can determine the economic impact of the program. However, a smaller scale mixed-method study is needed to assess the social impact. This study aims to answer the research question: Does rehabilitating abandoned, foreclosed homes improve neighborhood social and physical conditions?

In this study, we employ mixed methods to investigate the social impact of rehabilitating abandoned foreclosed homes in Boston, Massachusetts. We do so by assessing the social and physical conditions of blocks that received the NSP intervention both before and after the intervention, and then compare these indicators to a control group of blocks that did not receive the intervention. Our assessments include interviewing residents who live on the blocks where the intervention had taken place, measuring their Sense of Community (Long and Perkins, 2007) and assessing the physical conditions of the block to determine the incidence of incumbent upgrading (Clay, 1979).

Results indicate that neighborhood social conditions in NSP neighborhoods have improved, but likely not due to the NSP intervention, since improvements occurred in both the treatment and control conditions. Rather, the observed improvements are more tightly correlated with higher levels of physical order. Moreover, assessments of neighborhood physical order are not related to the presence of a foreclosed home in the neighborhood or to the rehabilitation of foreclosed homes.

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Speculating in Crisis: The Intrametropolitan Geography of Investing in Foreclosed Homes in Atlanta

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In the U.S., the housing crisis has resulted in large numbers of single-family properties flowing through the foreclosure process into lender ownership (“real estate owned” or REO status) and then usually back into ownership by either owner-occupying homeowners or private investors of some type. Anecdotal evidence suggests that the activities of single-family real estate investors, while in some cases having benefits to communities, can sometimes have negative effects on neighborhoods and housing markets, especially in already distressed areas. While a number of studies have pointed to a significant role of investors in distressed neighborhoods, there is little systematic information on investor activities in these areas, including the types of properties they are acquiring, the strategies they are pursuing, and the nature of the financial and economic incentives that help determine their approach to managing these properties.

This analysis will examine what happens to properties flowing out of REO and into homeowner or investor ownership in Fulton County, Georgia (including most of the City of Atlanta plus a substantial number of suburban communities) and will focus especially on what happens to those properties sold to investors (e.g., how many are resold within a one-year period, and whether they are resold to homeowners or other investors). Using mixed methods, the study will examine the magnitude of investor purchases, the characteristics of the properties acquired by them, the characteristics of investors, their sources of financing, and their financial expectations, and their strategies for managing and profiting from these investments. The study will help inform efforts by public and nonprofit organizations to stabilize neighborhoods by channeling, complementing or countering investor activities.

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Implementing New Urbanism and Income Mixing Strategies in Redeveloped Public Housing: A Conceptual Framework

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Keywords: housing, mixed-income, new urbanism, plan implementation

The HOPE VI Program married subsidy policies with new urbanist design principles to guide the development of mixed income, mixed density communities. Attention has focused on the most successful cases where goals and outcomes aligned, however, evaluations of the level and scope of income and density mix across the United States finds that many mixed-income developments did not meet program expectations (Smith, 2002; Vale, 1996). I argue the reason for differences in outcomes in HOPE VI developments, is that initial ambitious plans for social and physical mixing changed during the implementation process. Changes in the level of commitment to social and physical mixing, by actors involved in the implementation process, have therefore impacted program outcomes.

The alliance of new urbanism and income mixing strategies expresses the proposition that, well designed housing in good locations will attract middle and upper class owners to mixed-income developments. The belief is that the participation and presence of this economic demographic will secure the economic viability of the housing stock, while also offering social capital to improve the quality of life for their low-income neighbors. Based on HOPE VI Program theory, this research seeks to understand how differences in implementation contribute to differences in outcome for HOPE VI developments. My research asks, "How much and how well do actor decisions fit new urbanism norms and expectations?" To answer this question, this paper outlines a conceptual framework to study how stakeholders worked to accomplish the design and income mix across the implementation process for three planning efforts in Chicago, each representing a different degree of program outcome success: high, moderate, and low. I will pay attention to four key factors as I define critical decision points of the implementation process for each: consensus among stakeholders, financing, the condition of the local housing market, and political support (Laurian et al, 2004; Talen, 1996). I will also consider the impact of each factor during critical decision points at each phase of development. This research will contribute to the policy literature and aims to provide valuable insight into whether a commitment to new urbanism contributes to program outcomes.

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PANEL 4-2 Social Housing in a Comparative Perspective: Current Challenges and Future Directions

Social Housing in a Comparative Perspective: Current Challenges and Future Directions

Roundtable participants: all confirmed

- 1) **Rachel Bratt**, Roundtable Convener/Moderator
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- 2) **Noémi Houard**, Project manager at the Centre d'analyse stratégique; Associate researcher at the Center for Political Research at Sciences Po, Paris, France, Email: noemie.houard@gmail.com
- 3) **Michelle Norris**, Senior Lecturer, School of Applied Social Science, University College Dublin, Dublin, Ireland, Email: michelle.norris@ucd.ie
- 4) **Alex Schwartz**, Professor, New School University
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Key words: social housing, nonprofit housing organizations

In many European countries, as well as Israel, the mainstream social housing stock is declining significantly and has only partially been replaced by alternative housing supports. In the U.S., there is a continuing movement to strengthen the social housing sector, although the number of such units is increasing very slowly. What are the key trends and challenges that are contributing to the loss of social housing units where that is occurring? Should advocates be concerned about these changes? How are affordability issues in Israel helping to stimulate a renewed social housing sector and what are the challenges of getting this implemented? What types of initiatives, appear to be most supportive and necessary for a robust social housing sector?

Although there does not seem to be a European social housing model, is it possible to articulate what such an ideal model would look like? To what extent is the European Commission playing a positive or negative role in helping to strengthen the social housing agenda? How does a Right to Housing, which has been adopted by some European countries (e.g., France), relate to the social housing sector? What are the implications and experiences where there is a Right to Housing; how is it being enforced; with what results?

The roundtable will also explore specific current issues, such as the question of whether the neediest households should be targeted for inclusion in social housing (as opposed to such housing being available to a much broader income mix). Will the longstanding consensus supporting social housing be eroded? And further, can social housing both target the neediest households while not creating the types of problems that have been associated with large numbers of poor people living in close proximity? So, in short, we will explore the current status and likely future of social housing in several European countries, Israel, and the U.S.

Additional details on presenter comments:

Houard: In an article recently published by this presenter (*métropolitiques.edu* Sept. 26, 2012), the question was posed of whether we are seeing the end of the European social housing era. What have been the experiences in France, The Netherlands, and the U.K., particularly as they relate to the change from a universalist approach to a focus on the most vulnerable populations? What are the challenges in implementing a Right to Housing in France?

Norris: In Ireland, the supply of social housing has diversified in recent decades, with an increased reliance on the private sector for this service. There are also governance and financing challenges associated with the reformed delivery methods, particularly in view of the fiscal crisis Ireland has experienced as part of the global financial crisis.

Schwartz: While the U.S. public housing program has steadily declined in popularity, the nonprofit component of the social housing sector has gained prominence. A number of federal and state government programs, as well as several national nonprofit entities, have provided various types of support to local organizations. Also, what are the prospects for nonprofits in the housing sector post mortgage crisis--are things different from before?

Silverman: The stock of social housing in Israel has declined dramatically, due to the sale of public housing to sitting tenants and the move to rental housing allowances, which targets only those in greatest need. Following public outcry over cost of housing for the middle class, there is renewed political will for re-introducing social housing, perhaps based on an inclusionary housing model. Implementation challenges include how social housing units can fit into relatively high rise multi-family buildings; eligibility criteria; and time limits.

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SESSION 4-14 Urban Economic Resilience

Factors of Urban Resilience: Economic Stability, Walkability, or the Creative Class?

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Keywords: resilience, creative class, walkability, real estate

The decline of the United States housing market in late 2006 was widespread by 2008, and the consequences helped spark a recession that nearly brought global capital markets to a standstill. While some scholars have focused on the underlying causes of the housing market collapse, what is not understood is why some cities have survived or even thrived through this crisis. This paper explores a new concept of urban resilience, defined in terms of economic and non-economic outcomes. Specifically, this examines the potential association between urban resilience and walkability, suggesting that walkable neighborhoods are more resilient than their less-walkable counterparts.

The research explores the urban characteristics believed to be associated with urban resilience. Several theories exist: some suggest that cities with substantial Creative Class professionals are on the path to prosperity (Florida 2002); others suggest that walkability is increasingly desirable (Leinberger 2008) and associated with higher housing values (Cortright 2009). Both positions suggest ideas for stability and the future of cities. Yet the contemporary discourse often limits itself to a few choice cities. This research broadens this discussion to include cities in decline and on the rise; further, this research examines whether resilience is at all associated with the Creative Class or walkability. Ultimately, however, this research asks: *is walkability truly an urban panacea, or are economic stability and certain demographic characteristics preconditions for success?*

This paper highlights the preliminary phases of my dissertation research, which employs quantitative and qualitative methods in a multi-city, multiple case study approach. The paper will focus on analytic models that illustrate, in part, urban resilience between 2000 and 2010: median housing price change, social diversity, and household length-of-stay. The models combine the use of GIS and hierarchical linear modeling—a combination that is at the leading edge of spatial analytics.

This paper intends to contribute a new perspective on walkability as well as to fill a gap in knowledge about the extent to which walkability is associated with resilience. A key underlying notion is that *economic resilience* is as important as *social resilience* when adopting a holistic definition of urban resilience. The ultimate goal for this research is to help identify planning policies and design practices that bolster urban resilience, potentially offering insight as to how cities can reduce the impact of future market failures through better policy and design.

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Community Development as a Way-Out from Crisis. Guidelines for Milano from New York City's Experience

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Keywords: community development, incrementalism, collaborative planning, regeneration

In the last years, in Italy, many blighted neighborhoods and low-income communities neither attractive to real estate investors nor eligible for public-funded regeneration programs have been left behind by urban policies and projects. As a consequence these neighborhoods are now coping with a phase of further and increasing decline that may lead to two possible- and opposite- future scenarios: on the one hand a progressive abandonment by wealthier residents can trigger a de-gentrification process, while on the other hand speculative real estate operators might take advantage of eventual foreclosures or land and buildings' devaluation in order to gentrify the local communities.

This paper is therefore aimed to highlight tools, strategies and policies capable to join private investment with public and non-profit intervention in order to trigger non-mass-displacing regeneration processes within these areas, holding to Susan Fainstein's Just City principles: equity, democracy and diversity (Fainstein, 2010).

As a consequence of the Fiscal Crisis that the city suffered in the Seventies, New York City experimented the same aforementioned problems of relinquishment as well as of gentrification. Then, in many cases local regeneration processes were directly promoted by the grassroots, especially through the establishment of Community Development Corporations. Indeed CDCs have been able to combine different private and public funding sources in order to perform actions of capacity building, community empowerment and affordable housing development, giving back dignity to those left-behind neighborhoods and protecting low-income people from eviction.

Given their contribution to the resilience of New York City within an economic context comparable to the actual Italian one, community development experiences seem capable to offer interesting prompts to regenerate Italian left-behind neighborhoods. Thus, this paper will analyze the case of two CDCs in New York City, paying particular attention to their governance framework, fundraising strategies and negotiation tools as, in particular community organizing, mutual housing models, public subsidies and special credit tools, private funding catalyzer institutions, and collaborative action of different kinds of actors within a trading zone. Then, as a conclusion the paper will discuss whether and how these tools might be applied also in Italy.

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Reaching Collective Action in Zones in between Cities: Framing and Programming in the Case of the New Dutch Water Defence Line

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Keywords: cultural heritage, exploitation, q sort methodology

This paper is about the exploitation and maintenance of regional cultural heritage projects. Due to budget cuts and the economic crisis less public and private resources are available for maintenance of cultural heritage projects. The New Dutch Water Defence Line is selected as a case study to examine this problem. In this case the maintenance of cultural heritage is financed by a combination of public subsidies and private sector resources, generated through exploitation of the cultural heritage. Two factors makes it hard to exploit cultural heritage in such a way that maintenance is secured for a long period of time. First, it is extremely challenging for private actors to generate enough financial resources by exploitation to bear the costs of maintenance. Second, private sectors initiatives to exploit cultural heritage must meet all kinds of governmental determined requirements which can be very restraining and conservative. On the one hand policy makers seek for commercial use of cultural heritage sites that generate enough money for maintenance, while on the other hand, this commercial use must not conflict with collectively determined rules and norms for the reusage of heritage (Bloemers et al. 2010).

This paper focuses on potential economic activities that could contribute to the maintenance of cultural heritage sites. Using the Q sort methodology (McKeown & Thomas 1988), oppositions and similarities between the frames of public and private actors are explored. It is expected that public actors have conservative, instrumental and restrictive perspectives about the exploitation of cultural heritage and block private sector initiatives. This approach also uncovers possibilities for collaboration between public and private actors. The topics and statements where both public and private actors agree upon are considered as chances for public-private collaboration.

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Large-Scale Urban Development Projects – European Examples

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Keywords: large-scale urban development project, city growth, urban project management

Large-Scale Urban Development Projects (LSUDPs) are becoming more and more common tools of urban policies. They create not only new opportunities to transform the city but also perform as catalysers of urban growth and engines of development. The purpose of the paper is to present selected LSUDPs, and discuss the goals and the procedures of bringing them to life. The paper does not answer the question what is the most successful way of planning and implementing of LSDUP, it rather focus on LSUDP as tool for urban development. Starting from theoretical discussion on definition and planning of LSDUP in terms of both territorial and institutional design, the paper will move towards five selected cases located in European cities in order to analyse details of each project. The SWOT analysis will round off the study of LSUDPs in Hamburg, Vienna, Amsterdam, Bilbao and Barcelona.

Source data used for the quantitative research are mere facts and statistics provided by the investors and coordinators of projects. Also opinions, reviews and reports are discussed as elements of evaluation of each project.

The paper should contribute both to the practical and theoretical knowledge on LSUDP. In conclusion, the general evaluation of LSDUP as tool of urban transformation from different territorial perspectives will be presented.

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SESSION 4-16 Community Development and Participation

Pocket Parks as Community Building Blocks: A Focus on Stapleton, CO

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Keywords: pocket parks, social cohesion, community design

Concern for resources and energy, added to limited physical space, have created a market for smart growth communities in cities across the United States. Stapleton, in Denver, Colorado, is a new, vibrant, mixed-use, 4,000+ acre, smart growth urban infill community. One way Stapleton achieves environmentally responsible design is through compact residential lots and instead of the typical suburban yard, the community offers shared pocket parks. Distributed evenly throughout the community, Stapleton has approximately 24 pocket parks ranging from 0.4 to 1.5 acres. These parks support common residential needs and activities such as yard games, pet relief, picnics, block-parties, and yard sales. Typical amenities in these parks include lawn, shade trees, seating alcoves, waste stations, water fountains, and pedestrian lighting; some include pergolas, barbeques, and play equipment. Because this development style is atypical of most residential developments in Denver, our study seeks to assess user perceptions of public pocket parks as an alternative to expansive private yards, and determine if pocket parks are a meaningful sustainable community amenity.

This paper is informed by two empirical studies: a 2011 park preference survey completed by 264 Stapleton residents, and a series of walkabout discussions held in 2012 with nine community members. Both studies assessed resident perceptions of the scenic quality, perceived safety, and frequency of use of Stapleton's parks. The mail survey had both open-ended and Likert-type scale questions, and the walkabouts were in-depth personal interviews, held in the parks themselves, to help reveal nuances in the survey results. In addition to both survey and focus groups, observational analysis was included. This paper conveys an awareness of how pocket parks foster community interaction, and how residents of Stapleton perceive these communal parks as an amenity. The aim is to help encourage more directed efforts in planning and design of pocket parks as places to foster community interaction, especially in areas of new and compact development.

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Innovative Aspects of Community Regeneration in the Time of Crisis in Ljubljana (Slovenia)

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Keywords: community regeneration, innovative practices, participation, rooftop gardens, Ljubljana, Slovenia

This aim of this paper is to address some innovative aspects of community regeneration with a focus on resilient planning actions in Ljubljana, the capital city of Slovenia, in order to sustain urban viability and improve the quality of life for local residents. The focus is on upgrading of particular inner-city and suburban areas with community participation and bottom-up regeneration initiatives at the time of limited availability of public and private resources. New community-led schemes are drawing together environmental, social, and economic actions that are spatially applied in particular urban contexts.

The paper will present two aspects of innovative community regeneration: a) actions developed under implementation of the INTERREG IV B MED project SOSTENUTO (2009 – 2012) focusing on bottom-up community planning and regeneration of the inner-city district Tabor in connection with cultural events, urban greening and gardening activities (Pichler-Milanović, 2012); and 2) urban roof gardening initiatives at the housing estate Koseze at the edge of the inner-city of Ljubljana (Tominc, Špegel, 2012). In Tabor inner-city district the local stakeholders and residents have joined forces through cooperation and networking to improve social cohesion, quality of life and future perspectives of their neighbourhood with the help of the EU funds. The project is a good example of strong local efforts to make a difference in current urban development practices in Ljubljana. At the housing estate Koseze the paper will address the issues of rooftop gardening as one of the alternatives of urban agriculture based on the bottom-up initiative through personal experience that could make housing estates built in 1970s and 1980s more liveable, environmentally and socially friendly. This is a stimulating example for empowering residents and city authorities along with professionals to recognize the potential of forgotten spaces such as rooftops and develop an participative creative process towards roof gardening as an alternative new form of semi public space in Ljubljana.

These are all challenges for community regeneration based on adaptive re-use/renovation of public and private urban spaces and the ability to adapt and change under different demand for and supply of urban policies. The contemporary urban planning practices require innovative and sustainable solutions in the creation of more resilient urban areas, which balance economic competitiveness, social cohesion and environmental protection.

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Artist-initiated Sustainable Community Development: Using Cultural Assets in the Kampong Tamansari, Indonesia

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Keywords: culture, community development, Indonesia

Objectives, context and central theme: The paper reports on recent field research conducted in two low-income neighborhoods of Yogyakarta, the cultural and educational capital of Indonesia and a metropolitan area of over two million people. It describes, analyzes and assesses the initiatives taken by groups of young artists who employed a combination of simple technologies and a community tradition in arts and crafts to trigger and sustain community development in two historic neighborhoods of the city, following the 1998 fall of the Soeharto dictatorship, the restoration of democratic institutions, and the appearance and spreading of community activism. The central question the paper attempts to answer is: Are cultural initiatives, an emphasis on arts and crafts, and efforts to resurrect and evolve traditional forms of cultural and artistic expression able and sufficient to trigger and sustain economic, social and physical development in low income neighborhoods?

Methodology and outcomes: The field research was conducted through 75 extensive semi-structured interviews, and the findings were triangulated with local statistical records and crosschecked through interviews with local and regional planners, administrators and decision makers. The findings reveal significant successes associated with the community initiatives of groups of young artists; challenges regarding the long term resilience of the community initiatives, under threat from city regulations, landowner evictions, and developer greed; and the impediments present because of a lack of democratic traditions after thirty years of autocratic rule, antiquated regulations governing planning, construction and envelopment, corruption associated with development decisions, and the control over land development decisions by a powerful and wealthy elite.

Relevance of the work to planning education, practice and scholarship: The paper describes and assesses very interesting case studies of innovative community development activism in a developing country where until recently there was an absolute prohibition of democratic institutions and discourse; it offers insights into the dynamics of political and economic urban regimes as both a heritage of the past authoritarian system and as a product of the newly discovered capitalist economy; and it assesses the threats to the long term resilience of this unique community development experiment in light of brutal market forces and corrupt institutions and in the absence of a modern, progressive, democratic legal structure.

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Need for Place Specific Urban Redevelopment Strategies for Informal Housing under New Economic Conditions: Two Cases from Ankara

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Keywords: urban redevelopment, urban renewal, informal housing, urban policy

This paper presents an evidence from two case studies that it is vital to develop unique, place-specific strategies in generating urban redevelopment in informal housing settlements. At its peak, informal housing constituted almost half of the housing stock in the big cities of Turkey. The volume of the stock and scarce economic resources and lack of know-how to tackle a task with this scale; since mid-1980s, the governments adopted a partial rehabilitation approach to bring and upgrade infrastructure and passed the redevelopment of the actual units to the inhabitants and to private sector within an 'improvement and redevelopment' plan prepared by local authorities. For almost thirty years, the urban policy in Turkey followed a template-type planning approach for the enormous number of informal housing stock to be redeveloped into legal and higher quality living environments. It was not surprising to observe that this "one-size fits all" approach did not work everywhere. Although, 'self-financing' 'transformation projects' handled by public-private partnerships were introduced in 1990s for those areas which could not be redeveloped by this first approach, most of the stock relies still on spontaneous market processes in the first model. The study is designed to search for the availability of strategies which will lead to generate urban redevelopment through market processes and render better implications from urban redevelopment. The method of the study relies primarily on household surveys and semi-structured interviews with house builders in two selected neighbourhoods of Ankara; West- Dikmen and Şentepe. The results of the empirical analysis of two case studies indicated that there are certain institutional, administrative and planning channels which are not necessarily founded on financial resources which could be used by local authorities. Nevertheless, the comparative research revealed that these strategies should perceive the needs and opportunities of the locality and respond them with appropriate strategies developed uniquely for this locality. For instance; while for the first neighbourhood it was mainly re-allocation of development rights; for the second neighbourhood it was a bundle of marketing, institutional and land use decisions which could start up and paved the way for success in redeveloping the informal housing neighbourhood. These results highlight the importance of developing locality-specific strategies besides general guidelines and principles for handling and steering better urban redevelopment practices and outcomes in the future policy and practice in redevelopment of informal housing settlements.

POSTERS 4

Natural Disasters: Relocation and Quality of Life. An Objective and Subjective Approach. The Case of the 2007 Flood in the City of Villahermosa, Mexico

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Keywords: relocation, quality of life

The purpose of this study is to measure the objective and subjective wellbeing of people directly affected by the 2007 flood in the City of Villahermosa.

Floods are one of the most common and more destructive of the natural disasters (Feng, L. and Luo, G. 2010). The 2007 flood in Villahermosa City results on more than 50,000 households damaged. The demand for health services in the city rose by 75% over the same period from the previous year and the educational system was strongly committed. 3,400 schools were damaged and 425 school buildings were used as shelters for the homeless. Overall, the damage caused by the disaster amounted to 3,100 million dollars (Rivera-Trejo, F., et al. 2010).

The local authorities relocated those populations living in flood risk areas. Several issues emerged among those relocated and it is clear that some of them are not agree with their new location. Actually, some people had to be forced to leave their former homes.

This study will use both primary and secondary data sources. Published data and to the extent it is available all unpublished data will be collected to assess social, economic and environmental characteristics of the affected area and its inhabitants. Primary data will be obtained through a survey, which will be applied to household's heads 18 years old. The interviews will be conducted in two new neighborhoods. These neighborhoods were built exclusively to house people who have suffered severe economic losses by the flood of 2007 and which were also living in high-risk areas. The interviews also will be carried out at neighborhoods around the areas where relocated people used to live before the natural disaster.

This research is currently underway as a PhD dissertation. I expected to differentiate the quality of life among people who were relocated and those that were not. The outcomes could be useful for local policy makers in the development of future urban relocation projects.

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Rebuilding Social Organization in Low-income Neighbourhoods

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Keywords: housing policy, concentrated poverty, social organization

Researchers have linked low-income neighborhoods with high crime, low employment, poor health, and low educational achievement. Because of these linkages, federal housing policy over the past few decades has often tried to disperse the poor from these neighborhoods into more affluent neighborhoods with the hope that better institutions and better neighbors will motivate these families to improve their lives. Research has shown, however, that race and income continue to be significant barriers for poor families to realize the benefits from these new neighborhoods. Scale, methodology, and mixed results have plagued these housing mobility programs and led to renewed interest in neighborhood revitalization efforts.

This investigation instead looks at the influence of neighborhood residents who are similar in race and income to their neighbors, but motivated to better their lives. Specifically, this proposal hypothesizes that Habitat for Humanity families are more motivated to better their lives than their neighbors because of Habitat's selection criteria and because they have completed the process of becoming a Habitat homeowner. The theory also suggests that Habitat homeowners have a positive effect on their neighbors, and their neighborhood. This effect is measured through components of social organization. Wilson (1987) has defined these components as a sense of community, positive identification with one's neighborhood, and explicit norms and sanctions against aberrant behavior.

This investigation takes advantage of the Making Connections survey sponsored by the Annie E. Casey Foundation. The survey was collected from 2002-2011 in 30 low-income neighborhoods within 10 U.S. cities geographically spread across the country. Qualitative interviews with key Habitat staff and systematic social observation (Sampson & Raudenbush, 1999) in selected Making Connections neighborhoods will be used to support the quantitative survey data. GIS tools will also be used to visualize the influence of Habitat clusters versus scattered site development, and to investigate new ways of defining neighborhoods. Along with accepted political boundaries, neighborhoods will also be defined by the residents themselves and through what Briggs (1998) refers to as "functional" neighborhoods to determine if there is a critical distance at which point Habitat influence wanes.

Important for planning practice and scholarship and important as learning outcomes, this research helps fill the gap on what little is known about the influence low-income and minority residents who are motivated to better their lives have on their neighbors. The study will also add significantly to the small amount of formal research that exists on both Habitat for Humanity and how we define neighborhoods for research.

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Regulation of Multi-Family Dwellings in Zoning Free Houston

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Keywords: zoning, equity, gentrification

With declining popularity for zoning, many urban areas favour practices that encourage mix used developments. Urban planners and theorists globally have examined the relationship gentrification has on the displacement of residents. As the largest American city with no zoning ordinances, Houston can serve as a case study for urban planners wishing to replace zoning as their form of land use regulation since planning and Houston residents often are at the mercy of developers who only have deed restrictions and covenants rather than zoning ordinances to regulate their activities. Houston planners have a far greater challenge to maintain a delicate balance between progressive developments and equity of its residents. Houston has remained resilient in the latest global recession due to its abundance of land and lack of zoning; however, previous studies have not focused on the affect this has on its apartment dwellers in Houston when gentrification occurs.

This research uses the example of a neighborhood in Houston, Texas to examine the following questions: without zoning ordinances, do neighborhoods in Houston have fewer boundaries to prevent displacement of people from gentrification, and does the equity of neighborhoods remain intact once it faces redevelopment. This study will focus on the River Oaks neighborhood in Houston since this neighborhood regulates land through deed restrictions and covenants, many of which the development companies established. Currently, the River Oaks neighborhood is in the midst of redevelopment projects as three complexes of 500 units or more sent eviction notices to their residents in the fall of 2012. Data will be collected through 200 surveys of residents that received eviction notices and analyzed using quantitative methods. Conclusions will reflect on how redevelopment affected these people and determine if they remained in the same neighborhood and if these development projects increased their cost of living or the number of people in their household.

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Community Gardens in Prague: Community Development or Hipster Fashion?

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Keywords: community, gardening, urban development

The trend of community gardens and urban agriculture has recently emerged in Prague. It could be seen as a growing urban farming movement in the post-communist country. Contemporary projects do not follow tradition of urban and peri-urban private gardening and the motives and intensions of actors are various. The main objective of this poster is to address the question, whether it is a beginning of significant community development or just temporary fashion of particular social group(s). The work is based on 1) interviews with local actors 2) local survey and 3) several case studies comparison. The qualitative data are analyzed and the importance of this issue for urban communities and planning is discussed.

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Sanctions, the Socio-political and Economic Crises and its Impact on Housing Provision in Iran: Changing in Modes of Tehran Housing Supply

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Keywords: economic crisis, sanction, housing provision, structure and agency, affordability

The Tehran housing market has faced its longest stagflation since 2006. The economic and political crises in Iran have been intensified by the wider global economic crisis and the western sanctions against Iran, not to mention the inefficiencies of the governmental policies themselves.

Uniquely, Iran's housing market is the one economic arena that is dominated almost solely by the private sector, with 97% of the new housing supply provided by private individuals and companies. The number of new housing projects has reached a historic low and since 2006, the rate of housing development has dropped drastically whilst land and house prices have reached an all time high. The recent tightening of sanctions and subsequent drop in the value of the Rial has resulted in dramatic inflation in construction costs and the bankruptcy of many well-established firms. Not surprisingly therefore, the growth rate of private investment in new house building fell from 80 % in 2006 to 65 % in 2012.

Within this uniquely Iranian 'context', two different ways of housing provision have emerged by the government and private house builders. The latter who survive from the economic crisis tend to provide high quality or luxurious housing merely for high-income applicants, who are considered a guaranteed target market. The government has thus decided to present a new scheme for providing affordable houses for those of low income. There are many witnesses that this scheme has failed and the shortages of affordable houses still remain.

In this respect, this research explores an alteration in housing provision in the face of the politico-economic crisis within which Iran current situation and attempts to discover the reasons behind the failures of the government scheme. Three research objectives are set up: Investigating how the structural forces such as economic situation and socio political circumstances have affected builders and investors in the housing supply market, investigating the outcome of government housing policies and scheme, investigating the way in which housing policies lead to the provision of affordable housing.

The structuration theory presented by Giddens (1979, 1984) is employed to apply duality of structure and agency for providing a much richer insight into the variety and complexity of housing developments. Throughout the qualitative methodology, including the research methods of interviewing key actors and analyzing documents the following research outcomes are expected: Firstly, the activity of builders take place in the instability of the economic condition and insecure political situation therefore they have to change their strategies to achieve their goals. Secondly, there are no appropriate housing and economic policies for overcoming/resolving the market failure. Finally, the governmental scheme has been unsuccessful due to a lack of cooperation between the public and private sectors, neglecting academic planners' views and an inadequate supervision of and implementation of the scheme.

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Neighbourhoods, Take Two: an Innovative Decentralization Process in Palermo

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Keywords: neighbourhoods, decentralization, participation, Palermo

This paper focuses on the difference between the notion of *neighbourhood* as it is commonly employed in the Anglo-American world and the idea of *quartiere* as it is generally used in Italy. In the Anglo-American context, the neighbourhood is not just a spatial entity: it is mostly a social network of people connected by common values, ways of life and geographic imaginaries. In this sense, the relationships between community and neighbourhood have been thoroughly pointed out.

The Italian equivalent of neighbourhood ('quartiere') seems pretty much centred on spatial categories. It could probably be translated with the word *district*, therefore losing most of its social connotations. The authors of this paper believe that the idea of *quartiere* in Italy needs to undertake a strong process of renovation, in order to revitalize those social qualities that should define the true nature of a neighbourhood.

Since we are living in an era of globalization, cosmopolitanism and neoliberalism, it appears that public spaces, along with the very idea of what public is today, are experiencing a very strong crisis. Following Michel de Certeau's definition, the authors believe that neighbourhoods still remain the connecting element between the private sphere (home) and the public sphere (cities). It is within this theoretical framework that neighbourhoods can prove to be a viable answer to the crisis of public spaces. Of course, a new definition needs to be provided, one that is not a nostalgic hope of returning to an older situation, but one that revitalizes neighbourhoods, and strengthens the social and spatial values they can still convey today.

As a concrete application of these ideas, the authors have been looking for *neighbourhood identity areas* in Palermo. Recognizing such areas can allow citizens to embrace the active sphere of politics. Neighbourhoods urge citizens from the 21st century to rediscover society, conceived as the connecting ground between each other.

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Large-Scale Urban Development Projects – European Examples

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Keywords: large-scale urban development project, city growth, urban project management

Large-Scale Urban Development Projects (LSUDPs) are becoming more and more common tools of urban policies. They create not only new opportunities to transform the city but also perform as catalysers of urban growth and engines of development. The purpose of the paper is to present selected LSUDPs, and discuss the goals and the procedures of bringing them to life. The paper does not answer the question what is the most successful way of planning and implementing of LSDUP, it rather focus on LSUDP as tool for urban development. Starting from theoretical discussion on definition and planning of LSDUP in terms of both territorial and institutional design, the paper will move towards five selected cases located in European cities in order to analyse details of each project. The SWOT analysis will round off the study of LSUDPs in Hamburg, Vienna, Amsterdam, Bilbao and Barcelona.

Source data used for the quantitative research are mere facts and statistics provided by the investors and coordinators of projects. Also opinions, reviews and reports are discussed as elements of evaluation of each project.

The paper should contribute both to the practical and theoretical knowledge on LSUDP. In conclusion, the general evaluation of LSDUP as tool of urban transformation from different territorial perspectives will be presented.

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Rules of Temporary Re-use of Dismissed Areas: a Way of Thinking the City of Tomorrow

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Keywords: temporary reuse, urban regeneration process, public policy

This paper discusses the topic of the temporary reuse of unused spaces in urban areas. It particularly focuses on the fact that this practice is not to be considered only when open spaces, abandoned lands or disused areas are available. On the contrary, it should be considered as an operating strategy to be used in order to approach the complex phenomenon of the constructed city, and to give new possibilities for the sustainable development of the city.

The practices of temporary reuse begun and developed as an immediate and informal reaction to the phenomenon of abandoned urban areas and disused buildings in post-industrial cities. After the energy crisis in the seventies, various European cities had to face deep social and economical transformations. The results of these changes were impressed in the urban territory, living a heritage of several and diverse abandoned spaces, which remain unmodified nowadays.

Ex industrial areas, factories, slaughterhouses, schools, offices, railway yards, barracks are some examples of the disused spaces, currently representing, in different scale, one of the hardest challenges for the urban development of the city, which is not expanding anymore but continues to grow. The presence of abandoned spaces in a city is often associated to phenomena of urban segregation, insecurity and social dumping, but it can offer the possibility to explore new uses for this areas and to increase, in a sustainable way, the number of spaces addressed to the community. A closer look at these abandoned sites demonstrates how, in absence of a commercial development, they became experimental areas for temporary repurposing. The most common reutilisations of these areas are usually associated to art, music, pop-culture, cultural associations and small start-ups.

Spaces, time, stakeholders, tools, process and architectures of temporary reuse are the necessary ingredients to temporary revitalize a disused space. The final scope is to create new self-organised services for the developing city, together with the controlled experimentation of new, unthought-of, purposes for these areas. This experimentation can be considered as the starting point for new development projects. This article, however, does not focus on the social activities that are allocated in these spaces, or on the various existing case studies, but on the possibilities for Italy to regain the disadvantage cumulated in comparison to other European countries. This disadvantage is engendered by the complex bureaucracy of the country, which stops any initiative of "alternative" use of disused spaces, by the attention given to the protection of private property (and real estate speculation), by the lack of a culture of repurposing for public and social use of abandoned spaces, and by the lack of an administration oriented towards young population of the city. Good practices of efficient and institutionalised politics for temporary repurposing can be observed in: Amsterdam, Brema, Rottherdam and other Northern European countries. Hoping that temporary reuse will become a common practice in our cities too.

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Urban Renewal and Residential Relocation in Shanghai

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Keywords: Residential relocation, urban renewal,

There is a large scale of urban renewal in China in recent decades. City and District governments, investors, developers, and relocated residents play a different and changing role in urban renewal and residential relocation. This paper looks at different actors in their motivation, resources, constraints, and benefits through the resident relocation processes. The paper discusses two cases of property taking and residential relocation in different urban districts in Shanghai under the new property taking regulations issued in 2011. It examines how government agencies, developers and communities engage in benefits sharing and social conflicts under an analysis of the economic and political dimension of pro-growth coalition building. The findings are drawn from government documents, mass media, interviews with government officials, developers and academics.

The motivations for urban renewal and residential relocation are different for different actors. In order to demonstrate good political performance, the municipal government has been building millions government subsidized housing. District government is working hard on urban renewal projects to make sure a certain amount of level-two dilapidated lilong housing disappear according to the government Five-year Plan. Also the urban renewal project will promote economic development and provide more job opportunities. In these cases, urban district governments are the active collaborators, municipal government is authoritative supervisor, developers are the primary participators, and urban neighborhood as I proposed are passive actors.

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TRACK 5: TRANSPORT AND INFRASTRUCTURE PLANNING

SESSION 5-1 Transport Planning for Resilience

Integrating Land-Use and Transport Infrastructure Planning: Towards Resilient and Sustainable Regions and Infrastructure

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Keywords: transport infrastructure planning, land-use planning, integration, multi-modal transport, multi-scalar issues, multi-level governance

Transport infrastructure authorities across Europe are facing big challenges to accommodate increased traffic demand while minimising congestion and maintaining services in the face of increasing climate change effects, as well as to deliver on environmental and societal objectives. To be internationally competitive, there is need for good spatial and economic infrastructure that offers an excellent environment for business, workers, residents and hence optimal mobility for urban regions. Individual mobility and freight transport will continue to grow and mobility behaviour is rapidly changing. Currently we tend to live, work, shop and recreate in many different places. There is a growing spatial and economic differentiation. Successful urban regions will continue to grow, while others will soon face the impact of a declining population and economy. Climate change is increasing the frequency of extreme weather events and hazards biodiversity and natural habitats. At the same time, demand for scarce resources still will grow.

In order to deal carefully with all these challenges, there is need for an integrated approach of land-use planning and infrastructure planning. Traditionally, we see that spatial and transport infrastructure development are planned in different silos, by different authorities in different institutional settings. In infrastructure planning all too often government agencies – usually responsible for only a certain infrastructure mode: road, water, rail etc. – plan projects that have a limited scope focusing on solving a bottleneck and applying an often minimalistic approach oriented on formal requirements for public consultation and on implementing expensive end-of-pipe mitigation measures. Likewise, spatial planning authorities pay all too often little attention to the mobility effects of their development plans. Within the context of the external trends relevant to accesibility/transport (demographic, lifestyle, mobility, etc.) there is need for a shift in paradigm from current practice of a small scope – *ad hoc, technical solution driven* – planning approach towards a new practice that considers a broad/network scope – *strategy driven* – planning approach.

This paper builds on a research programme – called *TIILUP* – developed for EU's Horizon2020 in which *Transport Infrastructure is Integrated with Land-Use Planning*. The paper analyses and discusses good practice cases from different countries such as: The Netherlands, Germany, Austria, Switzerland, France, Spain, Denmark, Sweden, Finland, Estonia, USA. Issues that are addressed in a comparative analysis, include: spatial concepts related to agglomeration and transport (e.g. multi-modal nodal development, transit oriented development, multi-modal corridors), multi-modal network optimisation at various spatial scales (local, regional, cross-border), temporal issues (renewal, linking redevelopment to strategy development), combined value creation and capturing, and institutional issues and governance approaches (inter-governmental cooperation, public-private partnerships, stakeholder engagement). It is concluded that only by an inclusive approach addressing these various issues an adaptable, sustainable and resilient transport network can be achieved that is closely coordinated with spatial development.

The Demand for Reliable Travel: Theory, Evidence, and a Research Agenda

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Keywords: travel time reliability, travel behavior, mode choice

Time is a scarce resource, and since travel time is generally unproductive, significant opportunity costs are associated with travel. The behavioral intent of minimizing travel time is long established. Literature also suggests that travelers do not prefer traveling under unpredictable conditions, since travel time unreliability adds additional costs and uncertainty. Travelers are expected to respond to this uncertainty by adjusting travel time, mode, and route.

Non-recurrent congestion and incidents cause unpredictable variations in travel time. Decisions regarding the time of travel, destination choice, mode-choice, and whether to travel at all are often influenced by travelers' perceptions about the probability of these variations (Fosgerau and Engelson, 2011). Research to date has focused on private vehicle travel. Drivers respond to unreliability by making trade-offs between arriving early (and hence incurring more time costs) and the risk of being late. But it is also possible that travelers would choose modes in part on the basis of reliability. For example, in heavily congested areas, rail transit may draw more travelers because of its greater reliability relative to private vehicle travel. Conversely, public transit may discourage travelers if service is unreliable.

My research investigates the demand for reliable travel. First, my paper explores theoretical underpinnings of the values of travel time and reliability. Second, I analyze research methods, survey techniques, and results of past research involving travel time reliability in departure time choice, route-choice, and mode-choice contexts. Finally, I assess limitations of past research, and formulate my research agenda. I plan to investigate whether the demand for reliable travel is associated with mode-choice decisions in Los Angeles. I will use metropolitan-level revealed preference data of trip making, and archived real-time multi-modal transportation system data to characterize the travel environment. My study will examine variations in the demand for reliable travel across traveler groups, trip purposes, and trip lengths, and also investigate whether travelers trade-off between travel time savings and reliability. My research is expected to help determine whether reliable public transit services are more effective than land use based policies for inducing a mode-shift away from the personal car within a reasonable time-frame in the U.S.

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Highway Congestion during Evacuation: Examining the Household's Choice of Number of Vehicles to Evacuate

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Keywords: evacuation, congestion, number of vehicles, travel behavior

Hurricane evacuations in coastal counties have been reviewed and analyzed for the role of household preparedness and decisions before and during a disaster (Dash and Gladwin, 2007). However, one of the several emerging problems in the hurricane evacuation is transportation. Transportation issues have become more important in coastal evacuations as traffic problems impinge on people's ability to get out of harm's way and ultimately influence their decisions to evacuate (Dow and Cutter, 2002). This was evident during Hurricane Floyd in 1999 and as recent as during Hurricane Rita in 2005. To add to the complexity, when families evacuate in multiple groups, it leads to additional vehicular traffic on roads and increased pressure on the transportation systems. Although studies have investigated the behavioral assumptions of households based on travel time leading to high capacity of road networks (Lindell and Prater, 2007; Urbanik 2000), little has been investigated on the characteristics that influence a household's decision to evacuate in one or multiple vehicles.

Investigation of number of vehicles and its relation to household characteristics can help both the emergency managers and the transportation planners to target groups that report taking more vehicles to develop policies that result in efficient evacuation. This study investigates the responses of evacuees surveyed after Hurricane Rita in the counties of Galveston, Brazoria, and Harris County. The ordinary least square regression analysis revealed that access to transportation characteristics of a household such as number of registered vehicle in a household and number of eligible drivers was positively and significantly related to evacuating in more vehicles. Meanwhile, the risk of reaching destination safely was negatively related to taking more vehicles for evacuation even though both the risk and deterrence index was positively significant. The time of decision and evacuation did not report any statistical significance.

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PANEL 5-1 Residential Self-Selection in Land Use and Transportation Research

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Relevance

Sprawl development has been widely criticized for its contribution to auto dependence and its negative consequences on society. Various land use remedies, such as “smart growth” in the U.S. and the “compact city” in Europe, have been proposed and partly implemented for the purpose of promoting lower carbon impacts and sustainable transportation. Although previous studies have documented the association between the built environment and travel behaviour, scholars have recently become concerned about the confounding effect of “residential self-selection,” in which people choose their residential location based on their travel preferences and needs. For example, individuals who dislike driving may choose to live in areas with ample transit services and use transit more often. In this case, it has been argued that land use and transportation patterns as such do not influence travel patterns, but instead that travel preferences do. The confounding effect could also have important but distinct implications for land use and transportation policies (Boarnet and Sarmiento, 1998; Cao and Chatman, 2011; Næss, 2009).

As the number of studies on residential self-selection grows, it is appropriate for prominent researchers in the field to evaluate the progress that has been made, discuss its implications to land use and transportation practice, consider what improvements are needed, and stimulate innovative research. The organizers of the roundtable believe an exchange of perspectives and methodological approaches between American and European researchers can contribute to a better understanding of the role and relevance of residential self-selection in understanding connections between the built environment and travel behaviour, and the implications for planning and policy.

Benefits

The roundtable will offer a rare opportunity for influential thinkers to discuss the issues face to face. The audience may also offer important viewpoints for future research and practice. Further, although the self-selection issue has been extensively investigated in North America, European researchers have far less focused on it in their land use and travel research. This roundtable will help worldwide researchers assess the importance of the self-selection issue and collectively move innovative research forward.

Panellists and their contributions:

Marlon Boarnet, University of Southern California, Dan Chatman, University of California Berkeley and Jason Cao: Status of self-selection research, its implications for land use policies in North America, and its future development

Petter Naess, Norwegian University of Life Sciences: The significance of self-selection and its potential development in Europe and the difference between North America and Europe

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SESSION 5-2 Integrated Planning of Transport and Land-use

Public Transport Accessibility in European and North American Cities – A Shared Pursuit of Best Practice?

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Keywords: accessibility, public transport, land use-transport integration

Over several decades of policy making and planning practice, several European and North American cities have developed a powerful narrative of incorporating a ‘world best practice’ approach to integrated land use and transport planning, and to the promotion of public transport as a successful and growing option among a city’s mobility choices.

This paper will use the Spatial Network Analysis for Multimodal Urban Transport Systems (SNAMUTS) tool to assess public transport accessibility in four cities commonly associated with such a narrative (Vienna, Zurich, Vancouver and Portland). We will show that the cities making up this cohort do in fact vary significantly in the role that public transport plays for their daily functioning as well as their planning outcomes, and highlight their comparative strengths and weaknesses in both respects. We will further explore to what extent public transport ‘best practice’ concepts are specific to a regional and historic city-building and institutional context, and conclude by examining the extent to which reference to ‘best practice’ stories it is actually conducive for the promotion of effective land use and transport integration in contemporary Western cities.

We will conclude by acknowledging that the concept of ‘best practice’ in public transport.

From Integrated Aims to Sectoral Outcomes: Intensification and Transportation Planning in the Netherlands

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Keywords: densification, transport and land use, policy integration, implementation

In the Netherlands, densification of cities is an ongoing trend. Population and workforce growth is concentrated in city regions (CBS, 2012). Furthermore, densification is a goal of land use planning in those city regions. A major reason for this is the expectation that densification leads to better accessibility by sustainable transportation modes and therewith contributes to a sustainable urban-regional development (Banister, 2008). A positive 'self-amplifying' feedback loop exists between the realization of better accessibility by sustainable modes and densification around these sustainable transportation networks (Næss et. al., 2011). The impact of this feedback loop on both transportation and land use planning is can be recognized in integrative transport – land use plans in various city regions in the Netherlands. It is expected that, when implemented, these plans lead to integrative projects in which densification of land use and increased accessibility by sustainable modes of transportation are put into action simultaneously, thus reinforcing each other.

However, the paper will show this is not the case. An 'implementation gap' in the transport – land use planning process in the Netherlands can be perceived. During the implementation of the integrative transport – land use plans, transport and land use become less integrated, eventually leading to sectoral projects. This leads to a mismatch between densification and transportation planning, preventing the positive feedback loop from happening. To demonstrate this, comparative analysis of planning documents of various city regions, interviews and observations by the researcher are used. Possible explanations for this implementation gap are presented followed by hypotheses on how this 'gap' in the transport – land use planning process can be closed, drawing upon experiences in practice.

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Bridging the Gap between the New Urbanist Ideas and Transportation Planning Practice

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Keywords: New Urbanism, travel demand analysis, Austin, TX

The New Urbanists have been promoting many design ideas to tackle the problems associated with auto-dependence. A local example in the Austin, TX region is the concept of Activity Centers. The suggested 37 Activity Centers in the region present such features as mixed uses, medium to high densities, and pedestrian-friendly environmental design, which are expected to redirect the growth trend of vehicle trips while encouraging transit and non-motorized travel. However, the regional transportation planning agency, the Capital Area Metropolitan Planning Organization (CAMPO) finds challenges to incorporating the new concept into its planning practice. To what extent would densification, mixed use development, and pedestrian-friendly design modify trip generation rates, alter trip length distribution, and influence mode choice probabilities? Without answering the question and alike, the typical planning procedures practiced by CAMPO and most MPOs in the USA would not be able to capture the effects of the New Urbanist ideas. This research aims to illustrate ways to bridge the gap through the Austin case study. First, the research identifies 42 mixed-use districts (MXDs) in the Austin area from telephone interviews of local planners and work sessions with experts. Next, urban form indicators are derived for the MXDs and trip records from the 2005 Austin Activity Travel Survey are geocoded. With the based data input the research then carries out the following analyses to identify the MXD related travel with respect to trip length distribution, trip generation rates and internal rate of capture, person miles of travel, vehicle ownership, departure time, and travel mode choice. The results suggest areas in which CAMPO models can be modified or refined to capture the potential effects of the Activity Centers growth strategy on regional travel. This may include re-calibrating friction functions for trip distribution analysis, revising trip rates for trip production calculation, improving estimation of internal trip making, re-estimating vehicle ownership models, which in turn affect trip generation and parking demand, fine-tuning time-of-day distribution; and re-fining travel mode choice models by including urban form indicators.

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Assess Data Quality for Land Use and Transportation Modeling with Integrated Indicators

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Keywords: data quality, data quality indicators, land use and transportation data; land use and transportation modeling

Poor data quality has been a perpetual issue in land use and transportation modeling, but it has grown graver and more apparent as those models increasingly move to higher resolution and micro-level unit of analysis and more detailed outputs are expected from them. Since data fed to these models are very commonly reused many times in different studies and decision-making processes and are updated regularly and irregularly with various sources, certain assurance of data quality would be critical in the process of model development and deployment. While data quality indicators, a key data quality assurance practice, have been used in information management (Pipino, et al 2002), earth science (Yang, et al, 2013), and spatial data in general (Devilleers, et al, 2007), most data quality measures used in modeling practice are developed on an ad-hoc basis to solve specific problems, and lack of fundamental principles necessary for developing usable metrics.

Building on an integrated view of data quality (Yang, et al, 2013) and principles of designing data quality indicators from other disciplines, we first design and implement a set of data quality indicators for common land use and transportation datasets, such as parcels, population census, employment, transportation network, accessibility, as well as travel surveys. We then apply the data quality indicators to real data from the Portland metropolitan area in the state of Oregon, US, and set up an automatic build system to track how quality of those data evolves as they are being processed from raw data. We will also demonstrate how these indicators would change between different vintages of the same data, as well as in various cases of artificial data process errors. These data quality indicators will benefit the development and deployment of land use and transportation models, with potential to be adapted for other data-driven planning analyses.

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Combined Effects of Compact Development, Transportation Investments, and Road User Pricing on Vehicle Miles Traveled in Urbanized Areas

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Keywords: vehicle miles traveled, structural equation model, density

Vehicle miles traveled (VMT) is the primary determinant of traffic congestion, vehicle crashes, greenhouse gas emissions, and other impacts of transportation. Two previous studies have sought to explain VMT levels in urbanized areas. This study updates and expands on previous work, using more recent data, additional metrics, and structural equation modeling (SEM) to explain VMT levels in 315 urbanized areas. According to SEM, population, income, and gasoline prices are primary, exogenous drivers of VMT. Development density is a primary, endogenous driver. Urbanized areas with more freeway capacity are significantly less dense and have significantly higher VMT per capita. Areas with more transit service coverage and service frequency have higher development densities and per capita transit use, which leads to lower VMT per capita. The indirect effect of transit on VMT through land use, the so-called land use multiplier, is more than three greater than the direct effect through transit ridership.

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SESSION 5-3 Transit Investments: Impact Assessment

Analyzing Impacts of Urban Light Rail Investments: Study of the LA Metro Expo Line Using Archived Real-time Transportation System Data

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Keywords: urban light rail, real-time data, quasi-experimental research

Rail transit projects are advocated as a means for attracting choice riders, reducing private vehicle trips, and hence reducing congestion (Litman, 2007). Although there is an extensive literature on rail transit investment impacts, we have little evidence of how these investments may affect congestion and transportation system performance. Some studies have examined impacts on transit ridership; others have focused on land use or local economic development impacts. We are unaware of any study that has examined the impact of rail transit on system performance.

Previous studies on urban light rail system impacts have been limited by lack of real-time transportation system data of high spatiotemporal resolutions. We have access to a comprehensive database, ADMS (Archived Data Management System), which has historical highway, arterial and public transit system performance data. The data are drawn from road sensors, remote cameras, GPS devices, etc. ADMS archives real-time feeds by integrating multi-modal (freeways, arterials, ramps, incidents, and transit) transportation system data from various agencies in the Los Angeles region. Thus, ADMS is a rich resource, not only for systems operations, management and planning, but also for analyzing impacts of system changes, from new infrastructure investments to exogenous shocks.

Our research analyzes the impacts of the Metro Exposition line, a 9-mile light rail line extending west from downtown Los Angeles. We explore whether the Expo line has had a significant impact on traffic flow, transit ridership, and vehicle and person throughput within the line's service area. We use a quasi-experimental design framework, comparing system performance within the service area for 6-month periods before and after opening of the rail line. The challenge is detecting what we expect to be small impacts given day-to-day variability of system performance, latent demand, and the expected limited effect of the Expo line on mode-choice. By selecting a control corridor and performing a comparative longitudinal analysis, we identify the specific impacts of the Expo line on our corridor of interest. We estimate models of system performance (e.g. arterial traffic flow and delay; freeway traffic flow; transit boardings) by location and time of day to examine differences between the two time periods.

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Measuring Neighborhood Change from Public Investment in Light Rail: Results from a Longitudinal Study

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Keywords: neighborhood effects, community development, spatial analysis

Research from a variety of social, behavioral, and medical sciences has demonstrated the plausibility of neighborhood effects on individual and social outcomes, including educational performance, risky behavior and health, child bearing, and decision-making. In response, extensive local public policy and investment has been directed at low-income neighborhoods, often called economic or community development, with the goal of changing neighborhoods and improving individual well-being. However, estimating the causal role of public investment has proven to be difficult. Previous studies have compared outcomes in different neighborhoods or studied people who move from one neighborhood to another. This paper reports the findings from a four-year longitudinal study of a particular low-income minority neighborhood (~25,000 residents) in Dallas, Texas before and after significant public investment in light rail stations and corresponding transit oriented development zoning, philanthropic and nonprofit activities.

We collected data utilizing systematic social/physical observation tools, household surveys, economic experiments, reports from students, parents and teachers, and administrative school district data at various points during the study period (2008-2012) and tied them together using a parcel-level GIS. Thus, we track spatial changes across multiple dimensions at a very small scale, facilitating the exploration of the ways individuals influence each other as the geographic context changes. We hypothesize that the publicly-driven investments in the neighborhood will drive change in behaviors, especially around the light rail stations. This hypothesis facilitates the creation of spatial "treatment and control groups" for comparison and implementing a scientifically valid test of changes in behaviors as a result of changes in neighborhood conditions.

Our research offers planners and other social scientists a case study that may help in designing other small scale observational studies, a look at numerous spatial measures of "neighborhood" that potentially predict relevant outcomes, and specific insights about the way light rail investments impact a low-income community.

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Mexico City's Suburban Land Use and Transit Connection: the Effects of the Line B Metro Expansion

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Keywords: suburban transit, Mexico City, transportation and land use

Over the past half century, the public sector has invested heavily in Mexico City's high-capacity transit, particularly its 200-kilometer Metro system. Serving more than four million daily trips, the Metro is busy throughout the day and night, particularly during the long morning and evening peaks. The vast majority of stations, however, are in the central city, where household incomes and car ownership rates are higher and population growth rates lower. One recent investment, Line B, significantly expanded service coverage into the densely populated suburban municipality of Ecatepec. Total Metro boardings, however, have remained fairly steady. Why has a well-used investment into a dense and largely transit dependent community, failed to spark a notable increase in aggregate transit ridership? What have been the impacts on urban form, individual households, and the public sector? What are the implications for transit investment policy?

To address these questions, I compare land use patterns and household travel behavior before and after the investment at four geographic scales: within a kilometer of Line B, in the municipality of Ecatepec, in the suburbs, and in the entire metropolis. Line B is the only Metro investment to have opened between the 1994 and 2007 household travel surveys and one of only two high-capacity transit lines to open between the 1990 and 2005 Censuses.

Instead of generating many new riders, the Line B extension has primarily replaced existing feeder service. Most existing transit users, particularly suburban ones, do not live within walking distance of a Metro station. Of the nineteen percent of all trips that involved the Metro on an average day in 2007, 84% relied on at least one other form of motorized transportation, generally privately operated minibuses, often for long distances. Land use impacts have been diffuse and, if anything, sprawl-inducing. Nor has there been much impact on downtown form, since the white-collar knowledge workers associated with high-rise commercial development tend to shun transit.

The primary and most important benefit of Line B has been to reduce travel times and costs for Metro users in Ecatepec. Given uniform fares and free transfers, however, this has also increased already burdensome operating losses and government subsidies. As the rapidly growing bus rapid transit network, which currently covers operating costs, continues to expand, it will face similar deficits and public pressure to subsidize operations.

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Transaction Cost Evaluation of Public-Private Partnerships

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Keywords: transaction cost, public-private partnership, infrastructure

Cost overrun and optimism bias are prominent in scholarly research, yet little is written about applying economic theory to address this persistent problem, particularly in the current era of fiscal constraint and growing public scepticism about government's ability to efficiently deliver projects and services.

We argue that transaction cost economic methods can reveal the institutional sources of variation in outcomes of project and service delivery. They do so when research designs compare the costs and other variables, such as quality, that have accrued during delivery, to the parties directly involved or indirectly affected by the transaction, for delivery under alternative structures of governance.

Applications of transaction cost economic methods to transportation projects delivered according to design-build and more traditional forms of contract in the planning literature demonstrate how this method exposes the cost consequences of patterns of behaviour ex post and misalignment of preferences ex ante between transacting parties.

This paper presents the methodology of interest when comparing traditional forms of delivery to projects involving the complex mechanisms of private project finance. Illustrated through a natural experiment made possible by the governance of two discrete phases of one project in San Francisco, California, one with a traditional agreement and the other with a public-private partnership, this paper examines mechanisms currently popular in the selection of public-private partnerships, such as value-for-money and estimates from a public sector comparator. With the data afforded by ex post analysis, the benefits and pitfalls of public-private partnerships under varying project and service circumstances can be made clear through transaction cost economic analysis, and thus of use to practitioners in this space.

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SESSION 5-4 Environment and Transportation

Pro-Environmental Behaviour and Urban Car Use in Fast Developing Countries: The Case of Bangkok in Thailand

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Keywords: travel behaviour, car-ownership, developing countries

Private car ownership has continuously grown throughout the last century and is projected to increase rapidly in emerging markets and developing countries. By 2030, 56% of the world's motor vehicles are presumed to be owned by developing nations compared to 24% in 2002 (Dargay, *et al.*, 2007). Similarly, Thailand, a middle-income country with strong growth but still classified as a 'developing country', has also started to experience problems from the rapid growth in private car ownership throughout the past decades of 'leap-frog' development.

This paper seeks to explore the underlying factors behind car ownership and car-use behaviour in Thailand and whether this behaviour can be shifted to a more pro-environmental one. It does so through the lens of an original conceptual framework which draws on Steg's motivational model for car use (Steg, 2005) and Anable's profile segmentation of car owners (Anable, 2005). The paper coins eight psychographic groups of drivers in which influential factors of car-use, qualities of environmental morality, and responsiveness for pro-environmental behaviour change accordingly. The survey of a stratified sample of over 500 car-users within the Bangkok metropolitan area provides the primary data for this analysis.

The case of Bangkok shows that car-dependency behaviour is fostered equally through emotional attachments such as feelings of identity, control and superiority, as well as instrumental functions of car-use i.e. access and convenience. Furthermore, emotional attachments impede most individuals' willingness for a pro-environmental shift in their behaviour. Albeit instrumental constraints to drive, not all Bangkok metropolitan drivers are susceptible to change travel behaviour once presented with the opportunity.

Thus, policy measures such as better provision or improvement of public transport alone are not sufficient to shift behaviour in private car ownership. Car-use is very much entrenched into cultural and social norms whereby car ownership and use will always be in demand by a large number of individuals with a relatively wide range of motivations. Policy packages appeal differently to these various typologies of drivers and thus, they should be designed and planned accordingly. Future policies aimed at reducing car-dependency in fast developing countries should not only focus on travel 'alternatives' and public transport, but also on measures that use cultural and social norms to 'nudge' change in individual attitudes and behaviour.

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The Influence of Street Environments on Fuel Efficiency: Insights from Naturalistic Driving

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Keywords: street environment, fuel efficiency, GPS, structural equation modeling (SEM)

Two interrelated factors are determinants of total fuel consumption by automobiles: 1) how many miles people travel with automobiles, and 2) how much is fuel consumed per mile. While there is a substantial body of literature that examines the connection between the built environment and total vehicle miles travelled (VMT) (Ewing and Cervero, 2001, 2010), few studies have focused on the impacts of the street environment (such as land use patterns) on fuel consumption rate (Liu and Shen, 2011). For a given vehicle type/technology, fuel efficiency is primarily determined by driving styles, such as average speed, stops and starts, acceleration/deceleration, idling, and cruising, which are in turn influenced by the roadway, traffic, and the built environment along streets (Ericsson, 2001). The primary goal of this research is to determine to what extent street environments influence fuel efficiency and how such effects are channelled through driving behavior.

Our study capitalized upon a rich naturalistic driving dataset collected from trips of 108 drivers from Southeast Michigan region over 40 days. The data represent 22,657 trips, 213,309 vehicle miles of travel, and 6,164 hours of driving. The trips were spatially joined to a network of road segments. The rate of fuel use measured at a 10Hz frequency, was used to derive fuel efficiency for every vehicle for every road segment for every vehicle trip in the dataset. We characterized the street environment by the roadway segment features such as number of lanes, speed limit, and number of intersections and the off-street features such as pedestrian-scale retails, mixed-use development, population and employment density. Different buffer areas of off-street land use are also tested in the analysis. We used Structural Equation Modelling (SEM) to test the direct and indirect effects between built environments and fuel efficiency while testing the intermediating effects of driving behaviour and traffic conditions on fuel efficiency. Trip characteristics, drivers' attributes, as well as weather conditions served as control variables.

Our preliminary results show that: compact development patterns along the streets are associated with higher traffic flow, lower driving speed and higher speed variation, which lead to lower fuel efficiency. Driving speed and speed variation are the two major determinants of fuel efficiency. The results provide additional knowledge of the energy and environmental outcomes of compact streets and add to the discussions about the trade-offs between the amount of driving and fuel efficiency of driving.

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Does Rail Matter? The Impact of Hiawatha LRT, Neighborhood Design, and Self-Selection on Auto Use

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Keywords: land use, self-selection, smart growth, transit, travel behaviour

Rail transit has been touted as an effective way to increase ridership and reduce auto dependence. Many metropolitan areas in the U.S. are interested in rail transit investments. For Fiscal Year 2013, about 30 projects have received or been pursuing federal funding. To justify rail investments, many studies have explored the ridership benefits of rail transit and associated development around stations (Arrington and Cervero, 2008). However, fewer studies have examined the impact of rail transit on vehicle miles travelled (VMT). The additional ridership may come from induced demand and/or substitution for auto travel. Further, the studies generally chose residents in the city/county/region where the rail line is located as control groups. Although they conclude a substantial difference, it does not mean that constructing a rail line will reduce VMT of station area residents by the difference. Rail transit often replaces busy bus routes. The residents may have had a low level of auto use before rail transit opened. Thus, for an evaluation of the impact of a new rail line on VMT of station area residents, it is ideal to have a control corridor whose location context, built environment elements, and demographic profile are similar to the rail transit corridor (Khattak and Rodriguez, 2005). Moreover, we are uncertain which elements of the built environment in the rail corridor contribute to VMT reduction (Scheiner, 2010, Næss, 2009).

Using the 2011 data from Minneapolis-St Paul metropolitan area, USA, this study aims to explore the impacts of Hiawatha light rail transit (LRT) and built environment on driving distance. Our data were collected from residents in the Hiawatha corridor, two urban control corridors, and two suburban control corridors. The survey measured respondents' current driving distance and change in driving after they moved into their current neighborhoods. In addition to subjective measures of neighborhood characteristics in the survey, we measured neighborhood characteristics (such as density, diversity, and design) for each respondent using ArcGIS. By investigating vehicle miles driven, we will answer the following questions: Compared to residents in urban control and suburban control corridors, do Hiawatha station area residents drive shorter distance? What built environment characteristics are associated with driving distance? By studying change in driving, we can address the following questions: Does LRT lead to a reduction in driving? What built environment elements are associated with the reduction? Overall, this study will offer important policy implications for transportation impacts of rail investment and land use planning in rail station areas. .

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SESSION 5-5 Transit: Agencies, Financing, Operation

Mass-Transit Agencies as De Facto Regional Planners: Reflections on the Colombian Case

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Keywords: transport planning, local government, metropolitan regions

In many countries of the Global South as metropolitan areas spill over the administrative boundaries of core cities, implementing a coherent set of planning guidelines for future expansion is fraught with difficulties. In a politically devolved environment, planning is hindered by complex negotiations across municipal boundaries. Richer municipalities are reluctant to submit to a single central authority and seek to attract wealthier residents and firms. They have few incentives to provide public transport for lower income residents and workers within their boundaries.

In rapidly expanding regions with weak or non-existing metropolitan authorities that can provide an effective planning framework, mass-transit agencies offer de facto guidance to urban growth, in some cases working against the goals of municipal land-use planning and environmental authorities. Such agencies have multiplied with the appearance of Bus Rapid Transit and rail-based systems that gradually cross municipal boundaries. As they grow in size, technical capacity and capital investment, their political influence both at the municipal and metropolitan scale expands.

The paper contrasts two metropolitan areas in Colombia with growing mass-transit systems: Bogota, the national capital, where for decades the bulk of the city's population was contained within a single administrative authority, and where physical expansion is increasingly taking place in adjacent municipalities. In the absence of a single metropolitan authority, basic infrastructure services in these municipalities are provided by Bogota's utility companies, which soon will be joined by *Transmilenio*, the city's mass-transit agency, whose operations will extend into at least one of these municipalities. Medellin, Colombia's second largest city, sits within a single a metropolitan authority comprised of ten independent municipalities. For two decades Medellin's mass-transit system (currently consisting of a range of modes from rail to BRT) has helped guide urban development along the city's river valley, linking the low-income municipalities in the north with rich neighbourhoods and industrial areas in the south.

Focusing largely on the potential role that mass-transit systems can have in improving mobility among the urban poor, the paper examines the tensions arising from the mass-transit agencies' search for ever increasing movement of people, and the needs for a more compact, and spatially and socially more balanced metropolitan area, where meeting basic mobility needs ought to be possible within more restricted areas.

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Organizational Reforms in Public Transport Service Delivery: New Institutions and Their Impact on Planning, Operation and System Performance

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Keywords: public transport, organizational reform, productivity, efficiency, integration

In many cities in the world there are attempts to restructure the provision of public transport. In various cases, fully-public agencies, i.e. transit authorities, have been established and continue to be the main responsible body for the planning and delivery of public transport services, such as regular buses, bus rapid transit (BRT) and urban rail systems. In some cases however, the operation of these services has been privatised or opened up to the market for private providers to enter; while in other cases, transit agencies have outsourced public transport services to newly founded subsidiaries. The situation is no different in Turkey, where there have been significant organizational changes in the governance and delivery of public transport operations: in the 1980s new legislation enabled local authorities to set up companies under their own agency and to shift the entire responsibility of running public transport operations to these companies. These are not strictly private-sector companies, as they belong to the local authority; however, they enjoy an autonomous budget and since they do not have the local authority as a guarantor for their expenses or deficits, profitability and productivity become the primary objectives in their operations.

The paper analyzes the organizational reforms in public transport in Turkey, focusing on three major cities: Istanbul, Izmir and Ankara. The first two cities have made full use of the new legislation and have established a number of companies to operate separately urban rail systems, ferries and sea buses, some of the bus operations, and also car parking services in the city. In contrast, the local authority in Ankara continues to operate all public transport services itself through its own transit agency.

The analysis aims to reveal whether the differences in the organization of transit service provision have resulted in differences in the planning and performance of the systems. The aim of such organizational reforms is generally to improve cost efficiency and productivity in transit services. On the other hand, it is often discussed that the creation of such new companies are likely to result in a fragmentation of institutions, with undesirable consequences on the integrated planning of transit systems, as well as route, ticket and service integration. The analysis, however, does not reveal such straightforward conclusions. While the fragmentation in planning is a clear negative externality of the new operating agencies in Istanbul and Izmir, both cities have become showcases of fare and ticket integration in Turkey. Public transport in Ankara enjoys significant advantages of being planned and operated by the same agency; however, service and ticket integration from the perspective of the users continues to be extremely unsatisfactory. The paper highlights these differences and also uses universal indicators of performance in a comparison of the three cities, such as ridership levels, farebox recovery ratio, revenues and staff productivity.

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Land Value Tax and the Case of Cardiff Bus: A Quantile Hedonic Exploration

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Keywords: land value capture, public transport, finance

We propose a scoping study to examine the policy option of levying land value capture tax to fund local public transport in the UK. Traditional charging scheme only recognises the internal use value of transport facility. What is overlooked is that the public transport system often promotes and, in economic terms, exerts positive externality upon the market values of real estate properties which are adjacent to the transport network (Rybeck, 2004, Debrezion et al., 2007, Smith and Gihring, 2006, Wetzel, 2006). Such added property values, if recovered through taxation, can be used to finance local public transport systems, which given the current economic climate, are typically short of funding in the contemporary UK.

This scoping study will focus on the public bus system in Cardiff as an empirical investigation. It is intended to explore the possibility of financing Cardiff Bus using land value capture property tax. A spatial econometric method will be applied to census and bus stop data during 2001 and 2008 included in NaPTAN (National Public Transport Access Nodes). Once the bus stop data are retrieved, they can be linked to circa 16,000 property price records in Cardiff during 2001 and 2008. A quantile spatial hedonic regression approach is to be deployed then to test mainly the relation between the potential values of local properties and their distance to the closest Cardiff bus stops. While the value of a property can be approximated using its observed sale price, segmentation by price is a key feature of the UK real estate market (White and Allmendinger, 2003, Meen and Andrew, 2004). A quantile (Koenker, 2005) framework is thus to be deployed to distinguish between the impacts of bus network upon properties of different price levels, or in other words, different submarkets.

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Innovative Governance and Finance Strategies for Implementing Dutch Transit-oriented Development

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Keywords: transit-oriented development, area development, governance and finance strategies

The concept of transport-oriented development (TOD) has been a major concept in transport and land use planning in the last decades. Over the years, convincing evidence has been provided of the advantages of TOD of the potential economic gains as well as with respect to improvements in accessibility and sustainability (Cervero, 2004). In the Netherlands, compact cities and the quality of the public transport seem to offer a solid base for implementing TOD (see Bertolini, 2006). However, TOD in the Netherlands is still facing some major barriers that prohibit the value capturing of transportation benefits (see Zhao and Levinson, 2012). In this paper we investigate these barriers that mainly concern institutional, financial and legal issues. We subsequently provide an overview of innovative governance and finance strategies for stimulating area development in relation to TOD. These strategies are described in the international literature, but are not yet widely applied in the Netherlands. We will discuss and compare these strategies to provide insight in whether they could bring about a breakthrough of TOD in the Netherlands. Finally, we identify five promising strategies for application in Dutch planning practice: urban land readjustment, tax increment financing, business improvement districts, concessions with transferable development rights and unbundled parking.

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SESSION 5-6 Transit-Oriented Development (TOD)

Catalysts for Successful TODs Implementation: Reconstructing Processes of Institutional Change

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Keywords: institutional change, spontaneous and deliberate change, transit-oriented development

Transit-oriented development strategies (TODs) are widely pursued in cities around the world by planners and policy makers as a popular option for sustainable development. TODs are usually considered implemented when there is an explicit change from a more car-oriented towards a more transit-oriented mobility at the metropolitan scale through the implementation of policies and projects that concentrate “urban development around stations in order to support transit use, and develop transit systems to connect existing and planned concentrations of development” (Curtis et al., 2009, pp. 3). Although modal shift is one of the proxies for change, the more relevant but less understood shift lies in the processes of institutional change. As institutions are in a constant state of flux, change can be easily exaggerated and accounted for (Thelen, 1996). In current literature on TODs implementation, little is known about processes of deliberate change if it is indeed politically desired.

This paper proposes that the role of institutional change has to be better understood before implementation of TODs in a change-resistant context can be achieved. By applying a theoretical framework combining evolutionary, game-theoretic and historical institutionalism (Greif and Laitin, 2004, Moroni, 2010, Bertolini, 2007); the authors analyse and evaluate the processes of institutional change and its catalysts/triggers/elements in four cases - Perth Metropolitan Region, Portland Metropolitan Area, Greater Vancouver Region and Greater Copenhagen to gain insights in the deliberate and spontaneous processes of institutional change related to TODs in these metropolitan areas. A combination of empirical data cultivated from in-depth case studies, including, but not limited to in-depth interviews and timeline reconstruction provides insight into these processes and elements. The response of the institutional context to the catalytic elements and the resulting effects, both positive and negative, will be identified for each case.

By comparing the similarities and differences within each case the authors further the debate on capturing and understanding institutional change. The authors conclude by reflecting on which processes and elements need to be paid attention to by policy makers and planners if change is indeed desired and political will is also present to achieve it.

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Transit Commuting and the Built Environment: An Analysis of America's Station Precincts

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Keywords: transit, commuting, built environment, transit-oriented development (TOD)

This study builds upon a robust literature including dozens analyzed in Ewing and Cervero's (2010) meta-analysis, which utilizes the framework of "D" variables to explain the relationship between travel and the built environment. Such variables include density, design, diversity, destination accessibility, distance to transit, demand management and demographics. We examine the average share of transit commuting in over 4,300 fixed rail station precincts across the United States as the dependent variable. Data were analyzed from the National TOD Database, which aggregates and synthesizes data from several other government databases, such as the US Census. We utilized Hierarchical Linear Modeling (HLM) to examine independent variables at the neighborhood level and the regional level.

Variables in our final model are significant in predicting the share of transit commuting in station precincts. At the station precinct or neighborhood level we examined the intensity of people and jobs per acre (density variable), intersection density (design variable), jobs-population balance (diversity variable), distance to the central business district (CBD) (destination accessibility variable), share of non-white residents (demographic variable). The model also included the share of renters and dummy variables for the type of rail technology (heavy rail and light rail/streetcar variables), which is a proxy for transit service quality.

At the regional level, a new destination accessibility variable not utilized in previous studies was made possible through the National TOD Database. We calculated a measure of regional clustering around the entire regional rail system. Specifically, our regional clustering variable measured the percent of all jobs and people living within all station precincts as a share of all jobs and people for each region. Findings from the analysis corroborate previous studies, however, perhaps the most significant finding is the strong association between the regional clustering variable and the share of transit commuting at the station precinct level. This variable was the strongest predictor of all. Implications of this study support the theory that as regions encourage more TODs around individual rail stations, the benefits extend across the network and encourage a higher share of all residents in station precincts to commute via transit.

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Beyond the Case Study Dilemma in Urban Planning

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Keywords: transportation, land use, policy

Case study is well-established as a learning tool and as a research methodology in the field of planning. In practice, planners regularly study the policies of other cities, regions, and countries and adapt them to suit the local governance, policy, and cultural context. The ability of case study to integrate different methods to answer complex questions makes it an increasingly common research methodology in planning. However, case studies are often done in isolation and do not learn from each other, instead “eternally reinventing the wheel.” Sandelowski et al (1997; Schofield 2002). Synthesizing the rich data generated by different case studies would be considered valuable in this respect: the ability to distill essential concepts, issues, and tools that could be applied in a broader demographic, and in different contexts, would be of interest to policymakers and in knowledge development. Meta-analysis is one approach to the case study “dilemma”: systematic comparison can enhance generalizability and define the specific conditions under which a finding will occur, while still doing justice to the richness of case-study accounts.

This paper details the use of meta-matrices as the first stage of a meta-analysis of 11 case studies of transit-oriented development implementation: Vancouver, Montreal, Toronto, Amsterdam, Rotterdam-Den Haag, Arnhem-Nijmegen, Copenhagen, Naples, Tokyo, Perth, and Melbourne. The goal was to identify critical success factors (e.g. Nijkamp et al 2002, Van Egmond et al 2003) in TOD implementation. The second stage of the research involves the use of rough set analysis to further understand how the critical success factors are used.

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Contested Visions for a New Generation of Great Stations –Towards a Sustainable Redevelopment of Rail Terminals in Major U.S. Cities?

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Keywords: rail station/terminal, redevelopment, megaprojects

This paper is part of a multi-year German Research Foundation research grant that compares rail station redevelopment in Europe and the US. In Europe, the advent of high-speed rail has led to an impressive resurgence of railway stations over the last two decades, also transforming and revitalizing the entire areas around the stations (e.g. Euralille, Amsterdam Zuidas or London's King's Cross). At the same time, various sociopolitical, environmental and economic challenges have resulted in the transformation (Zurich), delay (Stuttgart) or abandonment (Frankfurt, Dortmund) of many other grand visions. In the U.S., a major 'railvolution' is also taking place, with an increasing number of rail terminals scheduled to be redeveloped as intermodal transit centers and transit-accessible destination-stations, thus underscoring North America's gradual move towards less auto-dependent, more resilient cities. The respective visions are often linked to but not necessarily dependent on the future arrival of high-speed rail lines. This particular paper focuses on three ongoing master-planning processes in San Francisco (Transbay Terminal), Washington DC (Union Station/Burnham Place) and Los Angeles (LA Union Station). I present each project's vision and core development objectives, along with a comparative stakeholder analysis that delineates key project promoters, opponents and opportunities for public input. I conclude with a (preliminary) assessment of whether public sector agencies and civic initiatives are/will be able to uphold important environmental sustainability and social equity goals in the face of profitable real estate development opportunities and 'starchitectural' ambitions.

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SESSION 5-7 Factors Affecting Travel & Mode Choice

A Review of the Debate Regarding the Influence of Urban Spatial Structure on Commuting and Modal Choice

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Keywords: spatial structure, commuting, modal split

This paper examines the influence of urban spatial structure on commuting and modal choice. It focuses especially on the impact of the transition towards increasingly polycentric urban spatial structures on travel patterns in modern cities. This account encompasses historic trends as well as current experiences and outlines the importance of the relationship between land-use activities and commuting patterns. In relation to this, the paper explores the varying levels of car dependency that are observed across the main different types of urban spatial structure and the potential for obtaining future modal shift in these cities. In particular, this research describes the significant barriers that decentralisation has produced against achieving more sustainable urban transport systems and outlines the main land-use based planning solutions that are proposed to deal with these issues. Through this, the paper critically assesses these planning approaches, focusing on their practicality and feasibility, before discussing possible reasons why their effectiveness has been much more limited than previously hoped. The research then investigates whether the influence of spatial structure on commuting patterns has been overestimated and if other issues such as socio-demographics and attitudinal factors are more important.

This paper reviews a diverse range of relevant literature to explore the relationship between different types of urban spatial structure and the influence of this upon commuting and modal choice in modern cities. Through the exploration of these issues, the paper provides an overview of the current status of debate on this subject while also encapsulating the contradictions and areas of contention that exist across different studies. The paper also identifies a series of potential areas where future research is required in order to improve understanding of the complex relationship that exists between land-use and transport. This comprehensive approach draws on a wide evidence base from both national and international sources and makes a valuable contribution towards improving our understanding of the current transportation challenges facing planners attempting to create sustainable transport systems both in Ireland and abroad.

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Method to Adjust Institute of Transportation Engineers' Vehicle Trip-generation Estimates in Smart-growth Areas

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Keywords: smart-growth, trip generation, factor analysis

The most common approach used to estimate trip generation for transportation impact assessments (TIAs) in the U.S. is to apply rates or equations from the Institute of Transportation Engineers (ITE) Trip Generation Manual. These rates and equations are derived from data obtained only at suburban locations with low pedestrian, bicycle, and transit mode use. Recent research (Schneider et al. 2013) indicates that ITE vehicle-trip generation rates over-predict automobile traffic for land uses in "smart-growth" locations (e.g., urban infill, downtowns, transit-oriented developments, and other areas where pedestrian, bicycle, and transit modes are common). By following existing guidelines, automobile infrastructure is often over-prescribed in smart-growth locations, resulting in wider roadways, more turning lanes, and more parking spaces than necessary.

Research on trip generation in different urban contexts has expanded and improved in recent years (Clifton et al. 2012; Shafizadeh et al. 2012). However, there is currently no commonly-accepted method or tool in the U.S. for estimating trip-generation rates associated with smart-growth land use projects.

This paper describes a method to adjust ITE vehicle-trip generation rates in smart-growth areas. It is based on data from 50 sites in California. Models were developed to predict the difference between actual vehicle trips and the number of vehicle trips estimated by ITE rates at study sites during the morning (AM) peak hour and the afternoon (PM) peak hour.

A range of built environment characteristics were tested as explanatory variables in the models. Since many of these characteristics were correlated, factor analysis was first used to identify a linear combination of variables representing smart-growth characteristics. This "smart-growth factor" (SGF) included eight variables: 1) residential population within 0.5-miles; 2) jobs within a 0.5-miles; 3) distance to center of central business district (CBD); 4) average building setback distance from sidewalk; 5) metered on-street parking within 0.1-miles; 6) individual PM peak-hour bus line stops passing within a 0.25-miles; 7) individual PM peak-hour train line stops passing within a 0.5-miles; 8) proportion of site area covered by surface parking lots. The final AM and PM linear regression models included the SGF along with indicator variables for office, coffee shop, and multi-use development land uses, as well as being located within one mile of a university. These models were programmed into a simple spreadsheet tool that can be applied by practitioners to adjust ITE-estimated vehicle trips at smart-growth sites.

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Complementarity between Land Use Planning and Pricing in VMT Reduction: Does Smart Growth Work Better When Facing Higher Fuel Prices?

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Keywords: vehicle miles travelled, urban form, gasoline price elasticity

Many studies show that meeting greenhouse gas (GHG) emission reduction goals in the transportation sector is not feasible without reducing vehicle miles traveled (VMT) by shifting to more sustainable transportation modes (Anable et al., 2012). Yet, there seems no consensus regarding how to effectively reduce VMT. Indeed, there is a wide gap between advocates of pricing policies and land use planning proponents. Advocates of each approach underestimate the role and impacts of the other approach. In particular, there still remains skepticism about the potential of more sustainable urban form and development patterns in reducing VMT and carbon emissions (Moore et al., 2010, Echenique et al., 2012). Planners, on the other hand, emphasize that “getting prices right” policies cannot be effective in absence of alternatives to automobility as in many U.S. cities.

However, land use planning and pricing approaches are complementary and potentially synergetic rather than competing and conflicting (Boarnet, 2010, Guo et al., 2011). Further, all possible policy options should be fully employed to achieve climate-stabilizing GHG reduction targets. Thus, policy analysts and decision makers should understand complex interactions between various policy instruments to mitigate policy conflicts and maximize synergetic effects. Nonetheless, empirical research on the policy synergy between different approaches in transportation planning is extremely rare.

To enhance our understanding of the policy synergy between pricing and land use planning approaches, this paper will examine the interaction effects between fuel prices and land use (urban form) variables in reducing VMT in U.S. urbanized areas. More specifically, we will test whether the elasticity of VMT with respect to fuel prices is augmented in more compact and transit friendly urban areas. We will also investigate how the elasticity of VMT with respect to urban form variables such as density varied in the 2000s when fuel prices increased in an unprecedented way. These analyses will be conducted using a panel data set which we will build from Highway Performance Monitoring System (HPMS) data, Oil & Gas Journal Gasoline Prices Series, Highway Statistics Series, Census, American Community Survey (ACS), and employment data by Bureau of Labor Statistics (BLS). We will employ various regression models to analyze the panel data, including a fixed effects model with multiplicative interaction terms, quantile regression analysis, and locally weighted regression (LOESS) analysis.

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Achieving Political Acceptability for New Transport Infrastructure in Congested Urban Regions

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Keywords: road pricing, acceptability, political economy, infrastructure finance

Many urban regions contemplate investing in peripheral roadways that bypass the city centre in order to alleviate congestion, improve local environment and facilitate more efficient travel across the greater metropolitan areas. Increasingly, such proposals are accompanied by tolling as a means of finance. Indeed, an optimal policy from an efficiency point of view would be to consider tolling both the bypass and the existing central roadway that is relieved. However, this may be blocked by stakeholders and voter groups, or indeed never proposed to begin with.

The rarity of congestion pricing implementations, despite supportive economic arguments, has led to a considerable body of literature ranging from equity issues (e.g. Giuliano, 1994), to privacy (e.g. Ogden, 2001), and most recently, to acceptability aspects (e.g. Schade & Schlag, 2003), where the specific factors influencing voters and decision-makers, as well as the effects of acceptability on transport policy, take centre stage. Still, few papers (e.g. Levinson, 2001; de Borger et al 2007 & 2008) have systematically examined the political economic circumstances surrounding acceptability of road pricing, and none to our knowledge has addressed the possible role of special interest groups.

The paper analyzes the political acceptability of policies targeted at relieving urban congestion. The paper combines a stylized model of an urban transport network with a somewhat more detailed model of the political process that incorporates interactions between voters, special interest groups and politicians to explore the possibilities to reach political acceptability for efficient transport policies. In a case study of a proposed bypass in Lyon, France, the paper compares a set of potential policies in terms of efficiency, equity and political acceptability.

The analysis suggests that the difficulty to achieve political support for efficient road pricing policies is not because optimal tolling cannot get majority support; instead the difficulty arises because conflicting interests make other non-efficient policies more attractive to many decision makers. In order to achieve political acceptability for efficient road pricing, more attention therefore needs to be placed on how the political process can resolve the inherent conflicting interests associated with efficient transport pricing policies.

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SESSION 5-8 Pricing & Traffic Management

Getting the Prices Right: An Evaluation of Pricing Parking by Demand in San Francisco

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Keywords: parking prices, cruising for parking, traffic congestion

Underpriced curb parking creates problems every day for everyone except a few lucky drivers who find a cheap space; everyone else who cruises for underpriced and overcrowded curb parking wastes time and fuel, congests traffic, and pollutes the air. Overpriced parking also creates problems; when valuable curb spaces remain empty, nearby merchants lose potential customers, workers lose jobs, and governments lose tax revenue. To address these problems, San Francisco has established *SFpark*, a program that adjusts parking prices to achieve a target occupancy rate of one or two open spaces on each block. To measure the effects of *SFpark* we calculate the price elasticity of demand for curb parking based on the 5,294 individual price and occupancy changes on 1,492 city blocks over the program's first year. The price elasticity of demand for on-street parking varies greatly by time of day, location, and several other factors, with an average value of -0.4 . Prices declined in 31 percent of the cases, remained the same in 37 percent, and increased in 32 percent. The average price fell 1 percent during the first year, so *SFpark* adjusted prices according to demand without increasing prices overall. *SFpark* is helping to make parking efficient and fair, but obstacles remain. The city can improve the program by refining the time periods for parking prices, making drivers more aware of the variable prices, reducing the abuse of disabled parking placards, and introducing seasonal adjustments for parking prices.

Parking Policies as a Tool for Reducing Greenhouse Gas Emissions

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Keywords: parking, accessibility, GHG-emission

Parking policies are in a process of paradigm change from “predict and provide” to “housekeeping” based on market oriented and/or regulative oriented policies (e.g. Rye, 2010).

The question I raise is whether this paradigm change constitutes a potential for reducing car traffic and green house gas (GHG-) emissions. The hypothesis is that it does and that the potential for reduction of car traffic is best regarding travel to work and to the areas of the city where the accessibility of alternative modes of travelling is good.

Therefore the study has developed criteria for accessibility for cars as opposed to environmental friendly modes of transportation (public transit, cycling, walking) as a basis for accessibility maps characterizing the four studied cities in A-, B-, C-areas inspired by the Dutch land use and transportation policy from the 1990s (VROM, 1991), as well as in D1- and D2-areas.

The study focused on travel to work because of the “triple – space, time, modal -convergence” (Downs, 2004) focusing on the convergence in space, i.e. parking connected to the work place in the central areas of the city. Parking data was collected from four Norwegian cities, data about the number of employees in the central areas (A-areas) and travel data from the national travel survey from 2009 was used to calculate the amount of travel to work by car and this was the basis for calculating GHG-emissions.

The four cities participated in the project with three demonstration projects; the implementation of needs based parking, before and after studies of implementation of residential parking zones and maximum parking criteria based on location not the size of the building(s). The potential for reducing the GHG-emissions was calculated for different actions, some being regulative and needing new parking laws, e.g. reducing private and public long term parking prohibiting private parking on private property and renting out spaces for more than three hours, others being familiar and voluntary, as needs based parking, “cash out” and market oriented pricing mechanism (Shoup, 2005).

The potential was that parking at the most could reduce the parking connected to car travels to work in our four cities by approximately 12-15 % and around 5 % of the drivers’ personal GHG-emissions per year.

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The Longer-Term Impacts of the London Congestion Charge: An Analysis of Firm Location Choices

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Keywords: congestion pricing, land use, firm location

Pricing policies can influence where development occurs, what type and how affordable it is, and regional travel patterns. This research uses London as a case study to explore how congestion pricing policy may influence firm location choices. The short-term impacts of the congestion charge, particularly on mode choice, are well documented (TfL 2008). To date, studies looking at potential land use impacts of congestion pricing have been predictive, or based on modeling (Wheaton 1998, Anas & Xu 1999, Eliasson & Mattsson 2001, Safirova 2002, Banister 2002). This is the first to use empirical data.

Improved accessibility and amenities from reduced traffic volumes inside the charged zone may be capitalized into higher land and rent costs. To test this hypothesis, the study uses the Business Structure Database kept by the Office of National Statistics in London to compare firm location patterns within the Greater London Area (GLA) for five-year periods before and after the congestion charge was implemented. The data includes the locations of the headquarters and all local units of enterprises located in England over a fifteen-year period from 1997 to 2011.

The results will reveal how firm location patterns may change in response to a congestion charging policy. It will show which industries were the most and least sensitive to the congestion charge, and which types of firms (ie small or large employers, with low or high skill employees). This research has implications for the fields of travel demand modeling and spatial urban simulation modeling. It will also illuminate the political economy of pricing policies among business stakeholders, which could be applied by cities currently studying pricing schemes.

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Estimating the Potential for Mode Shift Based on Price and Incentives

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Keywords: transportation, mode-shift, parking

Many transportation planning studies focus on mode-of-transportation as a static variable, not taking into account daily user decisions, length of trip or (if driving) the amount of time. Research focused on parking decisions can get at some of these factors that determine and/or underly mode choice decisions (Shoup 1992; TCRP 2005; Willison & Shoup 1990). Therefore specific interventions can be tied to less driving and to projected reductions in greenhouse gas GHG emissions.

This study uses parking pricing reforms, dynamic traveler information systems and incentives to model an increase the use of transit and non-motorized modes for UC Berkeley, faculty and staff population. The University is one of the largest regional employers in the San Francisco Bay Area, generating close to 50,000 daily trips to the campus (UCB 2009) – many of which are automotive despite being within a short distance from campus.

Using data from transportation surveys and GIS technology, the percent of those that are within an easily walkable distance (29%), bikeable distance and / or in an areas that is highly transit accessible service (48%) but who currently drive is estimated. Given the lack of rationality of the current pricing structure, we show how a campus could reduce trips for those who choose another mode 1-2 days a week. We estimate that this might not only result in less VMT and GHG, and save as much as a mile of hunting for trips but also but that it would also increase fairness by offering greater accessibility to the campus as a whole.

We test the responsiveness of changes in pricing and information revealing how a campus population can 1) search less for parking, 2) drive fewer days per week and 3) switch modes entirely.

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SESSION 5-9 Passenger and Freight Transport

Corridors for Customers: Analysing Bottlenecks in Intermodal Freight Transport

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Keywords: inter-sectoral coordination, European transport infrastructure, bottlenecks

The present understanding of bottlenecks in intermodal freight transport fails to grasp the cumulating and culminating effects of bottlenecks, for the scope of the research is in most cases limited to a one-sided (logistics) perspective. A theoretical framework has been created, which argues that bottlenecks should be interpreted as integrative, complex problems, operating on the cutting edge between transportation, spatial planning, environmental issues, economic development and transnational governance. The aim of this paper is to provide empirical evidence to support this framework, in a context of European transport corridor development. The theoretical framework has been preliminary tested in an empirical setting by zooming in on the European transport Corridor 24 (ranging from the Netherlands to Italy), using mixed-scanning methodology. In a first step, both general (macro-level) and specific (micro-level) bottlenecks have been identified by interviewing logistics experts. In a next step, these first results will be further used to perform an in-depth, qualitative analysis of bottlenecks in case-study areas along Corridor 24. One of the key findings is that a customer perspective, which stresses to perceive bottlenecks from the perspective of the direct users of transport infrastructure, is the most prominent aspect lacking in the present understanding of bottlenecks. The findings furthermore suggest that bottlenecks emerge from different, sectoral perspectives. Moreover, these perspectives appear to be highly interrelated. In other words, more attention should be paid to the cumulating and culminating effects of bottlenecks, operating as comprehensive problem areas. The most important implication for research and policy is that, when using a limited, sectoral perspective on bottlenecks, one loses track of the possible added value of sector-transcendent analyses. This will ultimately lead to inefficient use of transport networks. This paper provides the present body of knowledge with a new conception of the possibilities of inter-sectoral coordination in dealing with bottlenecks in intermodal freight transport.

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Current Situation of the Rail Freight Yard and Possibility of Modal Shift in Japan

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Keywords: modal shift, rail freight yard, Japan

Because of the rapid development of a national motorway network since the 1970s in Japan, logistics transport has transformed from rail freight to truck. Moreover, the transport container is advanced since the 1990s that made it possible to use less space in marshaling yards. For these reasons, most of rail freight yards located in major cities have been discontinued at the time of privatization of JNR (Japan National Railways) in 1987. On the other hand, the reduction of CO₂ emissions has become an urgent need to respond to global environmental issues in recent years. It is required to promote a modal shift from road (with large environmental impact) to rail freight (with less environmental impact), and it has become more important to priorities the revitalization of freight yards that are a basis of rail freight infrastructure.

How we can achieve a modal shift in the decreasing number of rail freight yards is a problematic issue. The majority of previous research are focusing on the transportation methods of rail freight flow, however there are a limited number of research that examine rail freight yards in relation to modal shift. This paper aims to identify the current situation of rail freight yards and examine the possibility for them to support a future modal shift in Japan. The paper firstly examines the current state of redevelopment on existing 108 JNR freight yards in Japan with reference to relevant literature (MLIT, 2011). Then it presents a case study of the Suita freight yard that has 50 hectares and is located in the middle of Osaka prefecture. A set of face-to-face interviews with local government officials and representatives of JRF (Japan Rail Freight) is carried out to illustrate issues in the regeneration of former freight yards.

The results are shown as follows; 1) 51% out of 108 freight yards in Japan have been so far redeveloped. The redevelopment of those with high land prices has been prioritized and many of them have been converted into commercial areas. 2) Under the recent economic recession and low demand for logistics in Japan, it is very difficult for JRF to achieve a fundamental shift to rail freight. It is inevitable to remain within the scope of the existing rail and freight infrastructure for a while. 3) In order to compete with road transport, it is important for railway to increase long distant services and to improve the accessibility of users to rail freight stations. By reducing the cost and the lead-time of freight services, it would be possible to increase their competitiveness in the logistics transport. This study reveals the current situation of the redevelopment of the rail freight yards in Japan and suggests future issues of revitalizing rail freight infrastructure and increasing rail freight services.

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Relationship between Land Use and Freight Delivery Activities

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Keywords: freight, streetscape, E-commerce

Although it is widely recognized that truck traffic is one of the main contributors of congestion in urban areas (Han et al, 2005), surprisingly little is known about the relationship between land use and the intensity of truck trip generation. The main objective of this study is to investigate the relationship between the built environment factors such as population and employment densities (by different sectors), income, retail sales, land use categories, etc. and level of freight delivery activities by trucks. Many of the existing freight trip generation studies (Brogan, 1979, Holguin-Veras et al, 2011) relied on shipper or receiver surveys. However, most of the studies found extremely high variance in truck trip generation rates. Although a part of the large variance is due to the heterogeneous nature of supply chain, we suspect that they often contain errors due to inaccurate recall (especially if an establishment is run in multi-shift managed by multiple managers) and lapse in commitment by the respondents. Also, traditional freight survey do not account for parcel deliveries to residences that are becoming a critical component of retail supply chains.

This study uses field observations of curb-side truck deliveries, utilizing video records, to capture all types of activities including parcel deliveries to residences. Video recorders are placed at selected blocks in the Chicago region. The sites include residential areas as well as mixed residential/commercial neighborhoods of different income levels and demographic characteristics. Aside from being more accurate than shipper/receiver surveys, video recordings provide detailed truck classification and timing for each delivery, enabling accurate and refined estimation of truck trip generation. Land use and socioeconomic data are obtained from the U.S. Census, Chicago Metropolitan Agency for Planning, and proprietary commercial database of business establishments.

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High Speed Rail in Canada and the United States: The Political Ecology of a Missed Opportunity

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Keywords: high speed rail, Canada, United States

High speed rail (HSR) is rapidly becoming a popular form of long-distance travel throughout the world as this technology reduces travel times and traffic congestion, lowers carbon footprints and photochemical smog, and stimulates regional economic development. It would appear natural that HSR would be an integral component of a multi-modal transportation system in Canada and the United States, considering the expansive geography, close economic ties and demographics of the two countries. However, despite decades of research and planning, the USA has only committed funding for HSR in California and has postponed studies in the Northeast corridor. No proposals are in place in Canada despite several planning studies in Quebec, Ontario and Alberta dating back to the 1960s. All other G8 countries have operating HSR lines. This study investigates the reasons for lack of progress in Canada and United States by exploring the historical development of HSR in both countries, and analyzing potential benefits and challenges. The research is based on a review of existing literature, supplemented by in-progress key informant interviews of leading experts in HSR and transportation planning (eight conducted to date). Preliminary findings indicate that both countries have a strong demand for a HSR system, but progress has remained stagnant due to the political ecology of transportation planning. This politic is characterized by strong government policies that support the airline industry as well as inter-state/inter-provincial automobile travel; government neglect of existing passenger railway systems; and the lack of public familiarity with rail systems. The study also found that public private partnerships and a well-developed regional transit network are essential ingredients toward HSR system viability in the two countries. This paper concludes by discussing the future directions toward implementing HSR lines in North America.

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SESSION 5-10 Planning for Water Supplies

Catching the Rain: Adopting Vernacular Water Technologies to Texas

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Keywords: water infrastructure, water reuse, water resource planning

Texas's projected water demand exceeds supply (Texas Water Development Board, 2012). Over the next fifty years, the state increasingly will depend upon water conservation and reuse to meet dwindling supplies and increasing need. Researchers have documented efforts by municipalities and peri-urban areas throughout the global south to use local (neighborhood, block or tribal-scale) reuse and catchment efforts to address the same problem of decreasing water supply and increasing municipal demand that Texas is now experiencing (Moretto, 2006; Pearce, 2006). Are there specific local water strategies, developed in the global south, that are applicable to current demographic and municipal conditions in Texas?

This paper proposes to survey these efforts in global south settlements for the purpose of beginning to apply these experiences to the Texas context. Water catchment and reuse strategies will be surveyed through a literature review and by phone and online video interviews with local experts and practitioners. Specific attention will be paid to ensuring that the surveyed water catchment and reuse strategies meet bioregional (Thayer, 2004), physical, and social attributes of Texas water use and conditions.

This paper is relevant to ongoing water resources planning in Texas, whose state legislature is currently debating how to fund its 2012 state water plan and that undertakes a regional water resource planning process every five years.

This paper is part of the following pre-organized panel submitted by Marcela Gonzalez Rivas and James H. Spencer: *Planning for Water Supplies I: Embedding Physical Infrastructure within Social Infrastructure*.

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Governance Models for Community Water Systems--The Case of AguaClara

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Keywords: water infrastructure, water systems governance, community water management

It has been estimated that 30-40% of built water systems are dysfunctional at any given time (Lockwood and Smits, 2011), suggesting that the successful maintenance of water provision has as much to do with the ongoing governance of these systems as the technology that goes into building them. This governance generally occurs at the community level, as community-based management remains the most prevalent form of water delivery in the world despite the attention to issues of privatization. Most water systems are small, and located in areas where there generally is not the profitability necessary to entice private investment (WHO/UNICEF, 2010). Understanding how this community management can improve is therefore essential to solving the water provision problems around the world, which remain severe.

In an effort to better understand the factors that contribute to better functioning local water systems, this paper develops a framework for analyzing the relationship between the governance of water projects and their outcomes. The framework draws on research on collective action and various forms of capital (physical, social, political, financial), identifying a series of factors on which planners and project designers should focus (Flora, 2004; Gasteyer and Taylor, 2009). We then demonstrate the usefulness of the framework by studying AguaClara, a program that has helped eight Honduran communities build water treatment plants and set up functioning systems of governance. The analysis, based on program documents and interviews with key project personnel, calls attention in particular to the importance of human capital and political capital within the governance structure. By examining different manifestations of the same program in different communities, it also examines how particular kinds of capital are more important in certain settings—that is, how water governance structures can be better matched to specific contexts.

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Household Water Preferences and Sense of Community among Women in Urban Areas of Uganda and Nigeria

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Keywords: water supply, basic services, gender, developing countries, Africa

The impact of inadequate water infrastructure on women and girls across the developing world, given their roles and responsibilities in the household has long been documented. However, the impact of inadequate infrastructure and services on women's livelihoods and ability to participate in governance is not well-understood. A model of 'gender-aware' urban planning would recognize women's economic and social decision making roles in urban settings (Rakodi 1991, 541). In urban areas, collective action and informal associations are critical to both reducing vulnerability and household livelihood strategies (Chambers 1995). Kabeer has pointed out the role of choice in assessing women's empowerment (1999). This paper seeks to identify what factors mediate and moderate the ways that 'social infrastructure' at the neighborhood level overcome the lack of physical infrastructure in terms of women's ability to pursue livelihood strategies. The paper first outlines a set of appropriate indicators for gauging sense of community in developing countries using an instrument designed to measure resident practices and perceptions of community (Nasar and Julian 1995). The questionnaire included questions about satisfaction with water and other basic services and strategies to meet household living expenses, and other demographic variables. The paper then identifies the potential connection between physical community structure, housing type, tenure, livelihood strategies, sense of community and household water preferences using Latent Class Analysis (LCA). LCA models use multivariate categorical data to identify unobservable subgroups within a population (Collins & Lanza 2010). In this study, LCA categorizes respondents by neighborhood type, basic services provision, sense of community and household livelihood strategies. Data is from 204 women, including 8 recorded interviews, in three cities in Uganda and Nigeria. The findings show how a better understanding of the gendered causes and types of organizing behavior around environmental amenities in communities can lead to improved interventions tailored to target the subgroups that will benefit most.

This paper is part of the following pre-organized panel submitted by Marcela Gonzalez Rivas and James H. Spencer: Planning for Water Supplies I: Embedding Physical Infrastructure within Social Infrastructure

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Interoperability of Urban Water Supply in the Global South: Vietnam, Cambodia, Indonesia

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Keywords: water supply, informal infrastructure, community development

Scholars and policy researchers have documented stories of water and sanitation provision provided through new arrangements that lie outside of formal state-run systems and outside of corporate public-private partnerships in the provision of urban water supplies (e.g. Amis et.al. 2001; Jaglin 2001; Nickson and Franceys 2003; Batley and Moran 2004; Allen et.al. 2004; Moretto 2006). Some call them "community-driven improvements" (Satterthwaite 2005), others "innovative local financing" (Spencer 2007) or "informal alternatives" (Moretto 2006). Whatever the terminology, these arrangements currently provide much water to the urban poor, who live disproportionately in peri-urban areas and have traditionally been excluded by both public and private service providers. Attention to these arrangements marks a shift away from infrastructure debates about private sector participation in the financing and management of water systems—so prominent in the dynamics surrounding water supply in Africa and Latin America—towards a debate about the role of locally based, complex institutions. Given the continued need to improve water access in the developing world, understanding the potential of these institutions is important.

Using case studies from Vietnam, Cambodia and Indonesia, this paper examines the practical and conceptual issues of "interoperability" between these small scale infrastructure systems and more conventional, larger scale ones usually promoted in urban planning. In defining these issues, the paper presents a conceptual framework for water infrastructure management under conditions of urban growth.

This paper is part of the following pre-organized panel submitted by Marcela Gonzalez Rivas and James H. Spencer: Planning for Water Supplies I: Embedding Physical Infrastructure within Social Infrastructure

- 1) Acey: Towards Gender Aware Planning in the Global South
- 2) Hungerford: Can the neighborhood save the city? A relational exploration of water in Niamey, Niger
- 3) Lieberknecht: Catching the Rain--Adapting Global South Local Water Reuse and Catchment Strategies to Texas
- 4) Spencer: Interoperability of Urban Water Supply in the Global South

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Institutional Determinants of Successful Public-Community Partnerships

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Keywords: public-community partnerships, quality public services, institutional determinants, Latin America

The efforts of peri-urban and rural informal operators are often underpinned by Public-Community Partnerships, or not-for-profit partnerships entered into with formal public utilities and defined by a shared sense of publicness. This type of Public-Public Partnerships is used to develop the capacity of informal operators and/or provide financial assistance to enable community-driven improvements (Hall et al., 2009). This paper investigates the institutional determinants of successful Public-Community Partnerships by drawing on the Public Services International Research Unit's (PSIRU) global database on water service reform and looking at cases from Latin America. Empirical evidence is interpreted through the frame of remediable institutional alignment (Lobina, 2013). Attention is paid to the discriminating alignment of partners' interests and resources, and the institutional attributes of partnerships, to achieve sustainable water service development objectives. Success is assessed in terms of sustained service improvements and equitable and inclusive provision. Our hypothesis is that successful Public-Community Partnerships are enabled by the following conditions: a) commonality of partners' objectives; b) complementarity of partners' resources; and, c) normative coherence of institutional design (i.e. partnerships designed to prioritize effectiveness over efficiency, or outcome over process). Our aims are to: i) offer insights on the contribution of Public-Community Partnerships to sustainable water development; ii) shed light on the causal mechanisms of quality public services in informal areas; and, iii) identify issues that deserve further attention to advance our understanding of water service governance beyond the formal and informal divide.

This paper is part of the following pre-organized panel submitted by Marcela Gonzalez Rivas and James H. Spencer:

Planning for Water Supplies II: Innovations in Infrastructure Governance

1) Dargantes: Inter-Municipal Cooperation--LGU Initiatives for Strengthening Water Resources Management and Water Service Delivery

2) Das: Uncharted Waters--Navigating New Forms of Governance for Urban Services

3) González Rivas, Warner, Beers and Weber: Governance Models for Community Water Systems--The Case of Agua Clara

4) Lobina and Heller: Institutional Determinants of Successful Public-Community Partnerships

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SESSION 5-11 Transport, Equity, Value

An Assessment of Social Mobility among Key Disadvantaged Communities in North East Dublin

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The paper assesses the relationship between social mobility and community health in a pilot area in north east Dublin. The area was identified for the development of a plan addressing health inequality and promoting a Healthy Community (WTO 2011) by Northside Partnership, a local development company established in 1991 to address social exclusion, and the Dublin North Health Promotion Department.

Poor health has been identified as an issue for people in areas affected by structural disadvantage and social exclusion in North East Dublin. A community survey in 2008 and a health needs assessment in 2003 both highlighted risk factors for high levels of chronic disease risks in the surveyed neighbourhoods and raised problems relating to mental health, income levels and environmental issues which all impact on health. The self-assessed perceived health status of people in these areas is low (Census 2011).

Many of the elements are in place for this area to be a healthy community but there is need to coordinate these health activities. A healthy community plan should integrate actions across public health, education and community development. Key to delivering a cohesive healthy community is both service delivery and accessibility. This in turn implies acceptable levels of social mobility. The purpose of this project is to undertake an assessment of social mobility among key disadvantaged communities in the Northside Partnership area.

The assessment is being carried out by DIT with Northside Partnership as part of a DIT Community Links initiative. As part of the assessment the following tasks will be undertaken for each of a number of identified Electoral Divisions located in RAPID areas:

- Mode share analysis
- Trip distribution analysis
- Journey-to-work survey of targeted NSP clients
- Attitudinal survey of targeted NSP clients
- Level of Service analysis
- Quality of Information analysis

The assessment aims to provide an overall appraisal of social mobility based on above information. From this an appraisal can be made of the level of overlap, or otherwise, between social mobility needs and service provisions. This in turn can reveal whether and to what extent social mobility levels can contribute towards the delivery of a healthy community in the target area. The assessment can act as an initial appraisal of a disadvantaged part of Dublin city and can form the basis for future benchmarking against other comparative locations.

Exploring the Emergency Facility Location Problem for Measuring the Relative Spatial Equity

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Keyword: emergency facilities problem, accessibility, mobility, spatial equity

This paper proposes a new integrated modeling framework that contributes to the evaluation of emergency facilities location problem for spatial equity in catchment development. The framework consists of two integrated models—accessibility and mobility—that, based on the gravity model, are integrated as a framework for measuring the relative spatial equities of emergency facilities. They are presented as geographic information system (GIS) and spatial analysis models. The models consider individual traffic behavioral abilities and simulate terrain slope differences in the spatial equities of emergency facilities. The expected results will start to the village features and refuge safety simulation analysis to propose the appropriate refuge circle from each village. This integrated model could be a useful reference to help urban planners analyze, investigate, and adjust the distribution of emergency facilities in a more equitable manner.

Assessing Benefits of Walkability to Single Family Property Values: A Hedonic Study in Austin, Texas

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Keywords: walkability, residential property values, active transportation, spatial hedonic analysis

Walkable communities provide a variety of public and private benefits, such as reduced driving and associated external costs, more efficient land use and community livability, improved public health and economic development. Transportation planners and policy makers in the US are increasingly promoting neighborhood walkability in pursuit of smart growth and reduction in carbon intensive travel. Despite a broad consensus on the benefits of walkable communities, the links between walkability and economic outcomes, such as residential property values, are still poorly understood.

This paper investigates the impact of walkability on residential property values and how the magnitude of impact depends on socio-economic factors using spatial hedonic analysis of 2010-2012 single family home sale transactions in Austin, Texas (USA). We use Walk Score, a publicly available index, to quantify walkability. Various socio-demographic covariates (e.g. income, school quality, neighborhood crime rate), distance-based local amenities, and some measurements of built environment features are included in our modeling efforts to generate unbiased estimates of the effects of walkability. The results from this study could help state and local governments make informed investment decisions that would promote walkable communities and active transportation.

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SESSION 5-16 Bicycle Transportation

Modeling and Finding Bicycle-Friendly Neighborhoods in America's Most Bicycle-Friendly City

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Objectives: Develop technique for estimating effectiveness of the bicycle infrastructure component of sustainable urban systems.

Context: Bicycles can be a key component of more sustainable urban systems. In the USA federal legislation has encouraged bicycle paths and bicycle lanes as alternatives to private automobiles. However standard systematic ways for evaluating the effectiveness of bicycle infrastructure are lacking. This paper presents a case study rating the bicycle friendliness of census tract neighborhoods in America's first platinum friendly rated city, Davis, California. It is an updated revision of a paper presented at the Velo-city Global 2012 Vancouver conference.

Central Theme & Methodology: This paper measures level of service (LOS) provided by bicycle infrastructure in Davis as the weighted density of bicycle paths/lanes per square kilometer. Separate ratings are developed for "Path Riders" seeking safer but slower travel along shared bike-ped paths and "Lane Riders" seeking faster travel, but willing to face more encounters with automobiles on streets. Rating bonuses (or penalties) are given for LOS factors: bridges, tunnels, traffic signals, stop signs, street speed limits, and motor vehicle traffic volumes. A gravity model "Walkscore" type neighborhood access to services rating is developed as a component of overall bicycle friendliness, although it is not examined in this paper.

Expected Outcomes & Relevance: Bicycle friendly measures are presented in terms of measures per unit of area so as to be usable in cities worldwide with GIS maps of land-use, population, and bicycle infrastructure. Consideration is given as to how these measures could be used in cities to indicate where improvements in bicycle facilities are needed, as well as to highlight where the availability of good bicycle infrastructure could be promoted through public information campaigns encouraging bicycle usage. To facilitate applications in different settings this paper uses photographs of bicycle infrastructure in Davis, the San Francisco Bay Area, the Netherlands, Singapore, and China.

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Variation in Bicycle and Pedestrian Traffic Patterns: Estimating Miles Traveled

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Keywords: traffic, bicycle, pedestrian, planning

Traffic planners and engineers in the United States have spent decades (1) developing extensive networks of continuous automated monitors to obtain vehicular traffic counts and (2) protocols for analysing counts to develop adjustment factors for estimating annual traffic from short duration counts. In comparison, few automated programs for measuring non-motorized traffic (i.e., bicycles and pedestrians) exist, and standardized procedures for analysis of bicycle and pedestrian traffic counts have not been developed. Recently, however, the U.S. Department of Transportation's Federal Highway Administration has developed new guidance for monitoring non-motorized traffic (FHWA 2013). This guidance notes the need for analysis of traffic patterns as a step in developing factors for estimating annual bicycle and pedestrian traffic. The FHWA guidance recognizes that patterns will vary by location and that studies will be needed to determine generalized factor groups. Ryan (2013) describes a regional non-motorized traffic monitoring network. Nordback et al. (2013) illustrate the challenges in using factors to estimate annual traffic.

This paper reports new, comparative analyses of continuous bicycle and pedestrian counts on streets, sidewalks, and shared-use paths from several U.S. cities, including Denver, Colorado; Indianapolis, Indiana; Minneapolis, Minnesota; and San Diego, California. Hourly, day-of-week, and monthly adjustment factors are calculated, and differences in factors by mode, type of infrastructure, and region are described. The limitations of the data collected through different sensors (e.g., inductive loop, passive infrared) are noted. The magnitudes of error associated with different procedures for estimating annual traffic are illustrated. It is shown that bicycle and pedestrian traffic patterns are different; that mode share, time-of-day, and day-of-week traffic on similar, proximate facilities may be very different; and that, because of the variability in non-motorized traffic, protocols for monitoring, factoring, and extrapolation will differ from those used in monitoring vehicular traffic. The paper concludes with discussion of the implications for non-motorized traffic monitoring programs and for use of traffic data in planning applications.

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A Participative Bike Route Planner to Improve Adaptive Cycling Strategies in Cycling Starter Cities -Typology of Cyclists and Cycling Preferences in Lisbon

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Keywords: cycling, mobility, adaptive strategy

In this paper we present and discuss a possible structure for a new information system tool that interfaces the cycling community and the local mobility management authority. In 'cycling starter cities', like the city of Lisbon – using the Presto (2010) types of cities- that are taking the first steps towards promoting cycling mobility, there is usually a significant lack of data concerning bike users and an absence of communicative tools to improve interaction with local authority and promote adaptive biking mobility strategies. In Lisbon, an extensive online survey (with roughly 1000 respondents) was launched with the aim of characterising the city's cycling community. Statistical processing using multivariate statistical analysis revealed three types of user profiles - "Beginner", "Sport/Weekend " and "Commuter" – weighting different criteria in terms of route selection. These user profiles can be considered relevant inputs by the information system, with the aim of combining the functions of a traditional bike route planner with municipal GIS data, collecting preferences and information from users' experiences and giving them recommendations on optimal routes. Through this system the local authority responsible for biking infrastructure and mobility management can receive, from the cycling community, important feedback on frequency of street segment usage, indication of accidents or unsafe spots, problems with pavements or traffic signals and suggestions and opinions.

This system seeks to promote useful interaction between cyclists and mobility managers (that can be extended to other types of cycling stakeholders), which is considered very important for defining adaptive bike mobility strategies. Adaptive strategies in urban mobility seem to be especially relevant when cities are in a transition phase, looking to change their private vehicle-based mobility system to a more sustainable mobility system with a modal split in favour of public transport and soft modes.

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Sustainable Mobility Planning in European Cities in Transition: The Evolution from a Cycling System as a Public Good to Cycling as Showcase Projects

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Keywords: cycling planning, institutional/organisational analysis, transition cities

Despite much recent research on the factors that determine the level of cycling in different contexts, few studies have been carried out comparatively on barriers for cycling policy planning and implementation, especially when a variety of organisations and institutions figure as one of the most important determinants. Indeed, Stough and Rietveld (2005) argued that once institutional hindrance within the transport sector is overcome, *most barriers related to technical and operational issues over short and intermediate time horizons are well understood and involve fairly routine actions for implementation.*

Taking the case of the Serbian City of Novi Sad, a city with over 50 years of formally institutionalised cycling planning but with a recent history of challenges for the improvement and extension of the cycling system, the primary aim of this research is to explore how local institutions and organisations condition and affect cycling planning and implementation. In particular, this paper examines why the cycling system and the regular practice of cycling in Novi Sad disintegrated despite the visible commitment of key political leaders to cycling and even the existence of a bike sharing system?

Here we examine how external events of political transition and rapid urbanisation affect the institutional/organisational environment related to cycling. Through in-depth interviews with local organisations and groups directly involved in cycling development in Novi Sad, we examine the crucial role that a growing number of complementary but also at times competing institutions and organizations play in the establishment of a cycling system as well as in its recent disintegration. Our findings also reveal the specific role of the public enterprises in the local cycling planning. Public enterprises can both boost local cycling development through innovative projects, but also pose a threat for effectiveness of these projects by satisfying narrow personal or political interests. Through this research, we contribute to the growing field of sustainable mobility planning in transition cities.

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SESSION 5-12 Transport Models

The (In)accuracy of Travel Demand Forecasts in the Case of No-build Alternatives

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Keywords: forecasts, uncertainty, transport planning, impact appraisal

Impact appraisals of major transport infrastructure projects rely extensively on the accuracy of forecasts for the expected construction costs and travel time savings. The latter of these further depend on the accuracy of forecasts for the expected travel demand in both the build and no-build alternatives, in order to assess the impact of doing something rather than doing nothing. Previous research on the accuracy of demand forecasts has focused exclusively on the build alternatives, and revealed inaccuracies in the form of large imprecisions as well as systematic biases. However, little or no attention has been given to the accuracy of demand forecasts for the no-build alternatives, which are equally important for impact appraisals.

This paper presents what the authors consider the first and only ex-post evaluation of demand forecast accuracy for no-build alternatives, based on an empirical study of 35 road projects in Denmark and the United Kingdom. The sample is based on road projects for which traffic impact studies have been prepared for the no-build alternative, but where the projects had not yet been built at the time of the forecast target year. Data sources for expected travel demand have been decision-support prepared for policy makers, while data sources for actual travel demand have been observed traffic on the transport network.

The results show a tendency for systematic overestimation of travel demand in the no-build alternatives, which is in contrast to the systematic underestimation of travel demand observed in previous studies of build alternatives. These results indicate that the problem of systematic biases in travel demand forecasts for road projects have more problematic implications than previously assumed. The effect inflates rather than diminishes the problem of previously observed discrepancies between expected and observed travel demand, and the true magnitude of forecasting bias is thus greater than reported so far.

The main implication for planning practice is that impact appraisals of road construction as a means of congestion relief appear overly beneficial. Congestion in the no-build alternative is assumed to be unbearable if new capacity is not added to the road network, while actual travel demand is typically lower. This is problematic, since an overestimation of benefits for road projects will, ceteris paribus, make it more difficult to argue for other means of dealing with congestion problems, which might prove more sustainable and resilient in the long run.

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Transport Modeling in the Context of the 'Predict and Provide' Paradigm

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Disregard or severe underestimation of induced traffic in the simulation models used in infrastructure project evaluation is a quite widespread phenomenon internationally despite the fact that induced traffic has been understood theoretically for more than one and a half century and demonstrated empirically in several studies over the latest eight decades. Omission of induced traffic can lead to serious bias in the assessments of environmental impacts as well as the economic viability of proposed road projects, especially in situations where there is a latent demand for more road capacity.

This paper presents the opinions of Scandinavian transport modelers, consultants, transport planners and politicians concerning the usefulness, shortcomings and application of forecasting models in transport planning, aiming in particular to illuminate reasons why models neglecting or underestimating induced traffic are still frequently used. The main data sources are qualitative interviews and a questionnaire survey.

The respondents and interviewees generally consider model-based forecasts useful and valuable despite important recognized shortcomings. The study suggests that transport model forecasts are used in project evaluations primarily to throw light on *where* to build a proposed road infrastructure (i.e. which line alternative to choose), not for assessing *whether* to build it. Since induced traffic is usually not differing so much between the different 'build'-alternatives, the error caused by omission of induced traffic in the models is not considered important. This way of framing the decision problem is often associated with what has been termed the 'predict and provide' paradigm.

There is a widespread view on traffic growth as an inevitable trend and as something that should be accommodated through infrastructure development. Together with a widely held belief that the magnitude of induced traffic is small, this appears to be an important reason why modelers, consultants and planners consider traffic models to be helpful decision-making tools even if the models are unable to take induced traffic into due consideration. Some interviewees also depict omission of induced traffic as a sort of precaution in order to avoid exaggerating the benefits from travel time saving in the economic project evaluation.

However, traffic models ignoring induced traffic tend to systematically underestimate adverse traffic-related environmental effects while exaggerating time-saving benefits from road construction in congested regions. In a situation where the adopted transport policy goals in many European countries have abandoned the predict and provide paradigm, traffic models ignoring the traffic-increasing effect of road capacity expansion in congested areas should also be avoided.

Computer Says “Not Sure”: Path Dependencies and Increasing Returns in Large Transport Projects

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Keywords: path dependency, increasing returns, probabilistic decision support tools

This paper explores the relationship between climate change and transport models, path dependencies, and increasing returns, with a specific focus on large transport projects in Portland, Oregon and Copenhagen, Denmark. While probabilistic decision support tools, such as global and regional-scale climate models, land use/transport models, and scenarios can provide planners and politicians with a scientific basis for both mitigation and adaptation planning, the role of path dependencies and increasing returns may need to be more strongly highlighted in order to communicate to policy makers the potential impacts and constraints that past and current planning decisions may have on desired future policy outcomes.

In the field of transport, car-dependent mobility is constituted by a relatively stable regime of institutional, cultural, technical, economic, cognitive and behavioral practices that have co-evolved into a functionally integrated system. The logic of this form of mobility has some basic predicates: 1) roads on which to travel, 2) vehicles to carry people and goods, 3) fuel on which to run, and 4) services that keep both car and driver running. These systems that support automobiles have large fixed costs, significant learning effects, strong coordination effects and prevalent adaptation expectations (Arthur, 1994; Pierson, 2000).

The empirical data is derived from a comparative case study of two large transport infrastructure projects: the Harbour Tunnel in Copenhagen and the Columbia River Crossing in Portland. Drawing upon planning documents, interviews with relevant planners, and backcasting scenarios, the author highlights the fundamental tensions that are present between the conflicting planning goals of avoiding carbon lock-in within the transport sector (Unruh, 2002), ensuring infrastructural resiliency, and accommodating regional mobility needs.

In the context of planning for climate change, path dependent systems, such as those found within transport, energy, water, and communication systems, require an expanded planning toolkit beyond existing models and scenarios. A stronger focus upon decision support tools that explicitly rely upon normative considerations (the world in which we want to live) and unpredictable, emergent behavior is recommended. In practice, this would include the wider use of serious games, back-casting and bounce-casting scenarios, and other forms of online and offline citizen engagement.

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SESSION 5-17 Planning for Pedestrians

Pedestrian Mobility Environments: Definition, Evaluation and Prospects

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Keywords: Pedestrian, mobility environments, walking

Promoting and building walking environments in our cities is believed to be a relevant aspect in achieving more sustainable mobility patterns. Furthermore, walking has relevant effects on the economy and lifestyle in cities. In spite of the fact that over the last years there has been a growing interest regarding the development of new tools and planning concepts related to the pedestrian mobility, many of them have problems when transferred into practice. A certain number of factors seem to explain this. On the one hand, there is a complex and an uneasy interrelationship between urban structure and pedestrian mobility. On the other hand, personal preferences are crucial to understand the pedestrian flows. Therefore, a comprehensive approach is advocated by academics, professionals and governments.

The paper aims to gain insight into this problem through a literature review oriented towards analyzing what factors are relevant to define *Pedestrian Mobility Environments* (PME). PME will be presented as an instrument for practice. Factors are grouped into four dimensions: (i) Physical-Accessibility; (ii) Urban-Land Use; (iii) Security (iv) Personal perceptions. This comprehensive literature review provides the background to support the authors' proposal for a set of general principles to develop an audit for the quality of PME.

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What is Walkability? The Nine Faces of a Common Concept

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Keywords: walkability, urban design, active transport

There is currently a lot of talk about creating walkable environments. Such places are meant to solve numerous problems from the obesity crisis and a lack of central city vibrancy to traffic congestion, environmental injustice, and social isolation. However, what exactly is meant by “walkability?” This paper reviews the English-language literature on walkability—from research, practice, and popular discussions—and proposes that the term is used to refer to several quite different kinds of environmental features. A walkable environment may be:

Compact: Such places provide short distances to destinations, relative to the costs or impossibility of driving. This is further differentiated by walking purpose.

With minimal barriers: Such environments allow the determined to get from one place to another. It can be refined to mean environments traversible to children, elderly, or those wearing high heels.

Safe: Two different dimensions are key--perceived crime and traffic safety—with different implications for environmental design depending which is emphasized.

Infrastructure-rich: Such environments have full pedestrian infrastructure such as sidewalks, marked pedestrian crossings, and street trees. They may also include interesting architecture and abundant services.

Lively: For those whose relative affluence means they have other choices for getting around a walkable environment is one that pleasant, clean, and where interesting people congregate. Such definitions are much used in relation to shopping and mixed-use areas.

Exercise-inducing: Many search for an environment with features that lead to higher than average levels of walking (either in total or for transportation or exercise) and imply this can increase total physical activity and reduce weight gain.

Obviously these definitions of walkable environments lead to quite different types of places. Further what is most walkable will differ by demographic groups, social classes, and walking purposes. It is not surprising that debates about walkable environments have lacked clarity making it difficult to adequately synthesize findings or develop theory. This review both problematizes the idea of walkability and proposes a conceptual framework distinguishing these definitions.

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Examining Trends in Walking Travel in Southern California, 2001-2009: Insights from National Household and Regional Travel Surveys

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Keywords: walking, cycling, sustainable transportation

Since the 2000s, federal and state transportation policies in the U.S. have shifted towards promoting more multimodal and sustainable transportation options. The state of California in particular is leading the effort of linking transportation planning, land use policy, and climate change concerns through legislations such as Assembly Bill 32 and Senate Bill 375, requiring local and regional governments to reduce greenhouse gas emissions, and develop sustainable strategies to minimize greenfield development and reduce vehicle miles travelled. While recent research has shown modest increases in U.S. walking and cycling rates over the past decade, our understanding of trends at the regional and local levels is limited.

The purpose of this research is to examine trends in walking and cycling trips in Southern California from 2001 to 2009. The objectives of this effort are to assess the following impacts on walking and cycling trip rates: (1) built environment and land use changes; (2) socioeconomic factors and the state of the economy; (3) region-specific effects such as policy changes. This study will examine walking and cycling patterns across metropolitan areas as well as sub-regions and neighborhoods.

This study will analyze trends in individual and household level trips as reported in the 2001 and 2009 National Household Travel Surveys (NHTS) for the six-county jurisdiction of the Southern California Association of Governments (SCAG). These data will be merged with socioeconomic data from the 2010 and 2000 Census and parcel-level GIS data of built environment variables (e.g., residential and commercial density, land use, street network). This study will rely on quantitative and spatial analysis via descriptive statistics, regression analysis, and shift-share analysis.

The results of this study would provide revealing insights on how socioeconomic, policy, and land use changes have impacted walking and cycling travel during the past decade in Southern California. The findings from this study will help guide SCAG and other planning agencies on how to effectively promote and implement sustainable transportation options, especially in areas that are not particularly suited for walking and cycling trips.

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Sidewalk Quality Analysis towards More Accessible Urban Environments

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Keywords: pedestrian planning, sustainability, transport

Sidewalks are a critical part of the transportation infrastructure, supporting pedestrian travel and healthy physical activity. Presence and quality of sidewalks is a significant predictor of perceived safety and quality of the pedestrian environment (Landis et. al. 2005).

Lack of adequate pedestrian-scale data has been identified as a major barrier to large-scale pedestrian planning (USGAO 2007). Sidewalk presence, width, and surface condition have been identified as important indicators of facility quality and accessibility.

Georgia Tech is deploying an Android tablet application to automatically generate spatial sidewalk inventories, automatically assess sidewalk quality, and prioritize sidewalk repairs. The research team has collected field data on sidewalk segments across the City of Atlanta and has deployed a quality evaluation survey of selected segments to transportation experts in order to obtain baseline sidewalk quality expert ratings. Researchers then link expert ratings from survey results back to the field data to complete the automated Sidewalk Quality Tool.

The sidewalk assessment ratings developed through this project can provide a baseline for municipal and regional sidewalk inventories, influencing transportation decision-making and improving quality of life and public health.

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Is Online Activity Leading to Falling Physical Mobility amongst Young Adults?

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Keywords: peak car, internet usage, ICT, driver's licence-holding

There is much speculation that participation in virtual (online) activities may be affecting people's real-world activities and hence their mobility patterns. In principle, whether the net impact is more or less travel is ambiguous (Mokhtarian 1990), though it is widely suggested that substitution is the primary effect. Planners urgently require reliable empirical results on this issue, as a first-order requirement for rational infrastructure policy-making is to understand plausible future scenarios of the demands that will be placed on the transport network.

In this paper we report empirical findings from analysis of a unique dataset of c.30K households, which captures both detailed physical-mobility patterns and a pseudo-diary of online activity participation.

We present a set of straightforward analyses. First, it is shown that at the group-level it is young adults (especially young men) for whom per-capita levels of physical mobility have fallen and who are also the heaviest users of online activities, particularly social and leisure types of activities. Clustering methods are used to segment people by the types of online activities in which they participate, and demographic and mobility profiles of the four identified segments (five, including non-internet-users) are presented. These segments are then used in cross-tabulation analyses in which mobility levels are assessed after correcting for age, income, type-of-work, and place-of-residence. Similar analyses are then presented where segments are defined by the amount-of-time one spends online (rather than types of activities), in which quite different relationships were found. Non-linearities that were found in the linkages between online activity and physical mobility are discussed.

Regression models (binary and linear regression, respectively) for driver-licence holding and car driving mileage are then presented, in which we show that after accounting for socio-demographics there are strong effects which are attributable to online activity participation, though as with any regression model it is correlation rather than causality that is shown.

The discussion section of this paper, in addition to addressing the empirical results directly, considers the opportunities and challenges of extending traditional travel-diary surveys used by transport planners to incorporate a richer set of online-activity indicators that address current usage patterns.

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SESSION 5-13 Residential Relocation

Are Movers Irrational? On the Travel, Housing, Social Lives, and Happiness of University Students before and after a Move

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Keywords: happiness, commuting, residential choice

Planners concerned with sustainable urban growth are often focused on reducing auto use by incentivizing developers to build more densely, or by reforming existing regulations that contribute to low-density development and an oversupply of parking. But it could be that the problems leading to too much sprawl and too much auto use are not limited to external costs like congestion, pollution, and accident risks, or problems with government regulation. Imperfect decision making could also play an important role—a common theme in psychological economics (e.g., Kahneman, Knetsch & Thaler 1991). For example, perhaps in trading up for housing size and school quality in suburban locations, households receive (on average) sparser social networks, more commute-related stress, and reduced time with their families (e.g., Dunn, Wilson & Gilbert 2003; Stutzer & Frey 2008). If so, residential location decisions are not optimal for some households, and demand for dense locations is too low.

We review literature in two relevant areas of psychological economics: (a) systematic over-prediction of future housing and commute satisfaction, and (b) failure to consider less salient criteria such as social networks and time scarcity. We seek evidence of such imperfect decision-making by analyzing data from a survey we conducted with undergraduates in 2011-12. Respondents answered questions at two points in time about six months apart, before and after a planned move, addressing their overall happiness; satisfaction with their travel, housing, and social connections; characteristics of their homes and neighborhoods; travel patterns and auto ownership; social connections; and demographics.

On average after a move, housing characteristics were significantly improved, commute lengths increased relatively little, and commute dissatisfaction did not increase very much. Changes in overall happiness were strongly related to housing and social life satisfaction. But they were not strongly related to commute satisfaction. Thus, results provide little evidence in favor of the irrational moving hypothesis. However, limitations of the pilot study, including the size and composition of the sample, and the timing of the post-move survey, could play a role. The paper ends with a discussion of directions for further research on this topic.

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Modeling the Travel Outcomes of Residents in the Portland Metropolitan Region in Regard to Residential Location Decisions

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Keywords: travel behavior, residential location choice, lifecycles, neighborhood typology

An improved understanding of residential location decisions and their interconnected impact on household travel behavior within the framework of integrated transportation-land use models provides insight to policymakers planning for a more accessible and efficient transportation network. Decisions regarding neighborhood type, housing structure, and tenure uniquely contribute to the complex nature of residential location decisions. This study examines the associations between travel outcomes such as vehicle miles travelled and the observed residential location choices of households in the Portland metropolitan region. In this study, the decision maker faced with this multifaceted choice has been exemplified as a household unit segmented by one of several lifecycle classifications in an effort to capture the heterogeneity in sociodemographic and economic characteristics differentiating across respective households.

In addition to accounting for the residential location decision of tenure, the multivariate regression models introduced in this study also account for different housing structure types, ranging in footprint from multifamily units to large detached single-family residences, and neighborhood classifications, extending from the central business district outward to exurban contexts. A neighborhood typology was developed through the implementation of a two-pronged methodological approach. This neighborhood discretization stemmed from a factor analysis of built environment indicators and a statistical clustering of the resulting factor scores. The development of a limited typology based on these selected measures improved the practicality for transportation and land use policy-related responses to be gleaned from these model estimations.

In light of recent improvements in travel demand forecasting, a comprehensive picture of the linkage between residential location choice and household travel behavior remains unclear. This study provides an explicit examination of this relationship through the development and estimation of multivariate regression models incorporating household travel survey data from Portland, Oregon. Overall, results suggest that intricate relationships indeed exist between the three decisions comprising the residential location choice process and the ensuing travel outcomes, once households have been segmented into distinctive lifecycle stages.

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Joint Effects of Residential Relocation and Rail Transit Development on Mode Choice and Greenhouse Gas Emissions

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Keywords: residential relocation, travel mode choice, rail transit, greenhouse gas emissions, Shanghai

This research contributes to the understanding of the relationship between residential relocation and travel mode shift in a context of rapid suburbanization, motorization, and rail transit development. Using residents of two newly developed suburban areas in Shanghai for an empirical study, it examines the changing travel behaviour and greenhouse gas (GHG) emissions resulting from the interplay of residential relocation, rail transit development and other factors, including built environments and socio-demographic characteristics. It aims to address two questions. First, what are the primary motivators and deterrents underlying a relocated resident's travel mode choice? In particular, we are interested in the effect of rail transit proximity. Second, how do rail transit development, together with complementary urban plans and policies, mediate the growth trend of GHG emissions?

To answer the first question, we use travel survey data collected in 2010 from households relocated to the case study areas to estimate a mixed logit model of mode choice. We then answer the second question by applying the relevant coefficients and local emission loading factors to compare residents' GHG emissions before and after relocation.

Our analysis provides useful insights about the effectiveness of China's urban land use and transportation planning in response to global climate change caused by GHG emissions from human activities.

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Understanding Recent Mover Non-work Travel Mode Adoption

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Keywords: active travel, recent mover, mode choice

Hundreds of studies over the last three decades suggest that built environment characteristics such as land use mix, street connectivity, and access to sidewalks, transit and bicycle facilities are associated with rates of active travel (Ewing & Cervero 2010; Saelens & Handy 2008). This paper moves beyond questions of whether built environment characteristics influence travel mode decisions to instead explore how the built environment affects travel behavior adoption of recent movers. Recent movers are an important, yet often overlooked, population in travel behavior research because they provide an opportunity to observe behavior adoption in new contexts and because the roughly one-in-ten Americans who move each year are more likely to consider changes to daily routines, including travel behavior (Bamberg 2006; Heatherton & Nichols 1994).

Using Ajzen's theory of planned behavior (TPB), the research presented models the direct and indirect effects of neighborhood built environment on the proximate causes of behavior: attitudes, perceived behavioral control, social norms, and intention. Data in the structural equation model come from a two-wave panel survey of recent movers in six U.S. cities.

Understanding how the built environment influences shifts in each TPB construct will help cities, transit agencies and others interested in promoting active travel do so more effectively. For example, a finding that moving to a supportive environment for active travel shifts perceived behavioral control and attitudes, but not social norms, would suggest that interventions aimed at increasing visibility and awareness may be more necessary than information-based interventions.

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A Life-Course and Inter-Generational Approach to Residential Location Choice

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Keywords: residential relocation, life-course approach, inter-generational approach

The objectives of transport research include the description, understanding and prediction of travel demand. Residential locations are of high importance for the explanation of travel demand. Residential moves as long-term decisions are key events which have been found to induce changes in travel demand.

This paper presents a life-course and inter-generational approach to residential relocations. We examine effects of residential experiences and learning in childhood on residential preferences in later adulthood (life-course approach). What is more, we analyse inter-generational similarities and differences in residential preferences between young adults, their parents and grandparents (inter-generational approach).

This paper examines selected aspects of residential relocations, including:

- the importance of proximity to previous residential locations (e.g. return migration) and to the family members' residences (e.g. because of family ties)
- the effects of experiences with a certain type of residential environment on residential relocations studied on an individual level and in an inter-generational context.

We use quantitative data collected in a questionnaire survey among students, their parents and grandparents. We analyse residential relocations by applying multivariate regression on a retrospective dataset with more than 4000 residential biographies.

Previous research mostly concentrates on only one of the two approaches mentioned above. This paper combines both approaches and, hence, allows deeper insights in residential choices as long-term decisions which are closely linked to travel behaviour.

SESSION 5-18 Active Travel

Exploring Barriers to Collaboration between Transportation and Public Health Organizations

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Keywords: network collaboration, regional transportation planning, public health

Creating a healthy and sustainable community is a common goal of transportation and public health. Achieving the health goal of creating an ecologically sustainable community requires collaboration between the two communities. Although research indicates that transportation plays a noticeable role in health outcomes and calls for collaborative action (Frank et al., 2003; and more), the public health community has not been fully engaged in the transportation planning and decision-making process.

Using network theory (see e.g. Booher & Innes, 2002; Agranoff, 2007; Margerum, 2011) as a framework, we explore barriers to collaboration between the two communities. Specifically, we integrate qualitative data from successful cases of collaboration nationwide with data from focus groups in the Dallas/Fort Worth (DFW) area to explore the following questions:

- What are the barriers to organizational collaboration for regional transportation planning as perceived by public health and transportation leaders in the DFW area?
- Are such perceptions in line with the network theory, the collaboration experience of leaders in the DFW area, and observations from the best practices across the nation?
- What are the implications of the findings for further investigation of barriers to collaboration between transportation and public health organizations, as well as the application of network theory in identification of organizational collaboration barriers in general?

This study is the first step in our effort to explore barriers to organizational collaboration for regional transportation planning between public health and transportation organizations. It will provide fundamental information for a full investigation of such barriers and the search of solutions to facilitating the collaboration -- a crucial step in achieving ecological sustainability. It fills a gap that has been overlooked in transportation planning in order to address ecological impacts of transportation development. Methodologically, this study is significant as it attempts to discover the causes of disconnection between the two communities in achieving overall sustainability from a network, multi-centric organizational perspective. This study is also a test of the network theory in its applicability to a specific field of public work that is beyond the conventional realm where network theory has been studied.

We conducted a content analysis of the data and triangulate perceptions, experience, and theory to identify potential barriers to collaboration between public health and transportation planning organizations. Our analysis suggests that barriers exist at the policy, organization, and individual levels. The perceived barriers include the lack of structure and knowledge management elements outlined in network theory, such as different regulatory requirements, a lack of policies encouraging collaboration, dissimilar organizational goals/objectives, knowledge gap, and the lack of resources, trust, data sharing and collaboration history between the two communities. Long time horizon for transportation planning and fear of change are also recognized as additional barriers to collaboration. The study finds that both top-down policies and bottom-up support are needed to facilitate the collaboration. Leadership, data

sharing and planning tools, paradigm shift, and personal relationship are recognized as critical attributes to collaboration. The study demonstrates the usefulness of network theory in barrier identification and sheds light on future research and collaboration practices.

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Mood and Mode: Does How We Travel Affect How We Feel?

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Keywords: travel mode; happiness; well-being

Happiness research has come late to urban planning; this paper addresses this lacuna by examining how important emotions (happiness, pain, stress, sadness, and fatigue) vary during travel. We draw on the American Time Use Survey's well-being module, which asked 13,260 respondents to rate their emotions during a randomly selected sample of activities.

We employ pooled OLS regression to study how travel mode choice and mood vary across individuals, and fixed effects models to study how they vary on average for each individual. For our dependent variable we follow Kahneman et al. (2004) and use the difference in the means of positive and negative affect; we also employ factor analysis as a robustness test. Our OLS models include personal and sociodemographic control variables which influence life satisfaction.

We find that mood is generally better during travel than on average, though the effect is not significant in the fixed effects models. The fact that travelers' affect is not negative is perhaps surprising, since travel is generally conceived of as a necessary but burdensome means to enjoying more fruitful activities.

The magnitude of the modal coefficients suggests that bicyclists are happiest, followed by car passengers, then drivers, then pedestrians. Bus and train riders experience the most negative emotions. However, there are nuances. We observe few bicyclists; future research should examine biking, self-selection and happiness. We can attribute some, but not all, of the negative emotions experienced by transit riders to the fact that transit is disproportionately used for the unloved work trip. Finally, when the pleasure derived from the presence of others is controlled for, drivers (who usually travel alone) are at least as happy as auto passengers. Our findings have a number of implications, e.g. suggesting that promoting bicycling should be explored and that transit must improve the rider experience if it is to compete with the automobile. Of particular interest is our failure to find clear evidence that driving is any more or less enjoyable than being driven, suggesting autonomous vehicles may neither succeed nor fail based on whether driving itself is pleasurable.

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Impacts of a Regional Carbon Tax on Transportation: A Case Study of Oregon

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Keywords: carbon tax, economics, public policy, transportation policy, equity

To address the challenges of mitigating climate change, recent international attention has been focused on carbon tax as a policy option. While researchers have concentrated their attention on the effectiveness of such a market-based mechanism in reducing carbon emissions, policy makers face difficulties in reconciling the broader goal of mitigating climate change with more immediate goals of economic growth and equity. This study examines the impacts of applying an Oregon state-wide carbon tax on economic output, employment and state-local government revenues, and further assesses the distributional impacts of such a carbon tax for transportation fuels. In addition, we estimate the economic and distributional impacts of implementing various carbon tax revenue repatriation (tax shifting) scenarios.

The first component of this study uses a customized Oregon simulation model based on the Carbon Tax Analysis Model (C-TAM) developed by the State of Washington Department of Commerce, in conjunction with the Energy Information Administration (EIA) and the Department of Energy (DOE) energy price and policy forecasts. Elasticities are utilized in the model to simulate changes in usage and consequent greenhouse gas (GHG) emissions of the carbon tax for transportation fuels, electricity and natural gas. Next, we use an economic input-output model of the region to estimate the economic and fiscal impacts of the carbon tax.

We conduct an econometric analysis of U.S. travel survey data augmented with Oregon data to estimate regional elasticities of demand for transportation fuels. The coefficients are then used to examine both the distributional impacts across income levels and across geographical regions (urban-rural) of the carbon tax. Tax revenue repatriation scenarios are analyzed within the same context, with particular focus on mitigating the regressive impacts of the tax on the low-income population through an environmental earned income tax credit.

This study provides an examination of a regional carbon tax by explicitly modeling not only the effects on GHG emissions, but how the impacts are spread through the population and across the geography. We find that a relatively high level of carbon tax is necessary to achieve 1990 levels of GHG emissions by 2035, but this level of carbon taxes also brings about significant negative economic and distributional consequences on the Oregon economy if implemented without tax revenue repatriation. Overall, our research suggests that a regional carbon tax can fit within a suite of public policies to mitigate climate change, especially when issues of local competitiveness and distributional are appropriately addressed.

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Are Bicycling and Walking “Cool?”: Adolescent Attitudes about Active Travel

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Keywords: bicycling attitudes, adolescent youth, health behaviours

The declining rates of physical activity among children, particularly adolescent girls, are well-documented, yet there has been insufficient research into the attitudes about health behaviors, particularly active travel, of the children themselves. This research explores attitudes about active transportation among children aged 4-17 years and examines how perceived ability, self-efficacy, and sensitivity to certain environments or facilities vary across gender and age of the children.

This paper utilizes data from the Family Activity Study, a multi-year longitudinal intervention study in Portland, Oregon. As part of the Family Activity Study, 490 children answered surveys regarding their attitudes, perceptions, and behaviors about traveling by walking, bicycling, or being in a car. Two surveys of varying length and complexity were administered to the 4-10 and 11-17 age groups, respectively.

The analysis showed an expected gender gap in views about active travel, particularly among adolescents. A threshold was exposed at which girls begin to report concerns about their ability to exercise correctly, ride their bike well, be seen favorably by other kids, and avoid injury while bicycling. Boys and girls did not differ significantly on these measures until age 12, when these concerns began to negatively affect girls' attitudes about active travel. These results, when combined with other information from the survey about children's attitudes toward exercise, independence, and image, represent potential barriers to healthy travel behaviors among children.

This study offers unique insight into the attitudes of children about active travel and physical activity. The evidence for an emergent age of gender gaps in attitudes suggest likely target groups for intervening to positively affect adolescent girls' attitudes about their abilities to travel by bicycle and walking. This in turn points toward particular physical and social interventions to increase physical activity in general, active travel in particular, and to positively impact the health outcomes of children.

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What Motivates Students to Walk and Bike to School? A Quasi-Experimental Study Based on an Innovative Encouragement Program

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Keywords: active school travel, social learning theory, Safe Routes to School Program

Research into children's school travel has focused on the environmental factors that tend to serve as barriers to children's active travel to school via walking or biking. Environmental conditions, such as long trip distance, poor neighborhood walkability, and lack of safety, are believed to serve as deterrents to parents' choice of active school travel modes (i.e., walking or biking). What motivate parents for active school travel is understudied in current literature and less known is how children themselves view such behavior. In a recent comprehensive review of existing literature, Sirard and Slater (2008) pointed out that prominent psychological constructs such as attitudes, expectancies/beliefs, and social norms have not been explored sufficiently in school travel research.

This article reports research findings from a longitudinal, quasi-experimental project aims at studying what encourages and sustains parents and students to use active school transportation for their school trips. This longitudinal research project involves evaluating changes in children's school travel behavior in 2 pairs of matched schools following the implementation of an encouragement program called Boltage. The conceptual framework of this study draws from theories of social learning (Bandura, 1977) and planned behavior (Ajzen, 1991), and suggests that, while active travel to school can be affected by environmental conditions, presence of a strong attitude is crucial at motivating parents and children to negotiate the environment and overcome some barriers.

Our hypotheses are that 1. positive attitudes toward active school travel can be formed on the basis of an individual's beliefs of the behavior's positive outcomes and his or her perceived social acceptance of this behavior; 2. an incentive-based encouragement program such as Boltage can have positive impacts on both children and parents attitudes and perception toward active school travel. The research adopts a mixed-methodology and collects data about school travel behavior, parents' and children's attitudes, and their perception of social acceptance via surveys and focus groups.

The article reports analyses of the rates of children walking or biking to school before and after Boltage program implementation, which is enriched by qualitative analysis of information collected via focus-groups with more than 100 students and 20 parents. This article fills the gaps in school travel research by investigating how social learning works for parents and students and how children and parents differ in their decision-making processes. It also uses knowledge gained to inform and refine elements of Safe Routes to Schools programs (SRTS).

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SESSION 5-14 Mobility & Accessibility

An Analysis of Household Car-Ownership and Transportation Expenditures during the US Economic Recession

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Keywords: recession, car-ownership, household

The recent economic recession in the United States has led to extensive destruction of jobs and livelihoods and to overall credit freeze, home foreclosures and bank repossessions of key assets such as personal cars. In a highly motorized country such as the US, and perhaps in other motorized and rapidly motorizing societies where a large percent of the population are dependent on personal transportation, such economic slowdown can have detrimental effects on mobility and accessibility.

The goal of this paper is to empirically examine key transportation asset metrics for a representative sample of US households during the period of the latest US economic recession. Our focus will be on analyzing differences on these metrics among different types of households towards the goal of understanding which types of households tend to be most vulnerable regarding mobility options during difficult economic times. Davis and Frank (2011), for example, noted that auto dealers tend to mark up interest rates more for borrowers with weaker credit and that rate markups are a strong mechanism of automobile loan default and automobile repossession among subprime borrowers.

We will use data from the Consumer Expenditure Survey (CEX) program of the US Bureau of Labor Statistics (collected by the U.S. Census Bureau), a quarterly survey of approximately 7,000 households, for the period 2005 to 2010. Using econometric methods, we will examine the relationships among employment, home ownership and mortgage conditions to changes in household transportation asset metrics such as car ownership and number of cars owned, down payments for cars, ability to lease vehicles, automobile credit and loan interest rates, automobile insurance, and general transportation expenditure and use.

Special focus will be to differentiate results by income groups, gender and other sociodemographic groups. To date, we have conducted exploratory analysis of the CEX data and preliminary modeling to address these research questions. The problem is important because although the economic recession officially ended in June 2009, the long-term social and economic consequences on vulnerable populations (for example, women with families and children) are likely to be significant (Adrian and Coontz 2010), requiring policy interventions to ensure improved household access to transportation-related economic and credit instruments. We will also draw implications for a broad range of personal, public and shared motorized and non-motorized transportation solutions as a part of a broader set of recovery solutions.

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The Travel Behaviour of Recent Chinese and Iranian Immigrants in the Greater Toronto Area

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Keywords: transport, immigrants, suburbs, automobility

Using original survey data, this paper explores car access and use among three different ethno-cultural immigrant groups settling into the automobile-oriented suburbs of the Greater Toronto Area, Canada's largest metropolitan region of approximately six million people.

The Greater Toronto area hosts nearly a quarter of Canada's recent immigrant population, defined as people who have immigrated in the last five years, and, overall, nearly half of the region's population is foreign-born. Rather than settling in old, central city "reception neighbourhoods," most new immigrants move directly to highly automobile-dependent suburban areas with limited transit service, poorly connected street networks, separated land uses, and dispersed employment and service locations (Murdie and Teixeira, 2003). These settlement patterns, coupled with the changing geography of work, shopping, and service access, present major mobility challenges for newcomers, many of whom have never experienced environments that highly prioritize driving as the primary transportation mode for fulfilling basic needs related to living and working.

The travel patterns of new immigrants are not well understood. The limited existing research in the US and Canada suggest that recent immigrants have lower auto-ownership rates and are more likely than domestic-born adults to use public transit for the work-trip (Chatman and Klien, 2009; Heisz and Schellenberg, 2004). Beyond this, however, there is little exploration of how immigrants manage their mobility needs in highly automobile dependent environments. This paper builds on work I presented at ACSP in Salt Lake City in 2011 on the travel patterns of Iranian immigrants. The paper's inclusion of several different ethno-cultural groups enables an exploration of how behaviors and attitudes that predate immigration may influence housing and transportation decisions in Canada. The data set includes respondents from different suburban settings and the children of immigrants, allowing for rich comparisons of transport experiences. Particular attention is paid to access to automobiles, including intra- and inter-household car- or ridesharing as strategy to access jobs and services, and gender differences. The paper questions arguments that land use and travel patterns primarily reflect market preferences, and explores how households try to adapt to the existing system of automobility.

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Space-time-body Like Three Dimensions toward Sustainable Urban Mobility in the Brazilian Reality

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Keywords: sustainable urban mobility, space-time-body, mobility planning

One of the effects of the *environmental crisis* based in economic processes of world production and consumption, present in the reality of a 80% urban country as Brazil, is the growing participation of transportation in local and global emissions of the energy sector. At the same time, there is a worsening of the *crisis of mobility* in the Brazilian context, expressed mostly by worsening traffic conditions and increase in journey times by intense increase in sales and use of cars. So, we can consider that there is a meeting of two parallel problems (mobility and environment) with some common causes that have an unique solution: sustainable urban mobility (SUM).

We can look at SUM as an environmental tool and look at the environmental policy (climate change and local emissions) as a mobility tool, and that is one of the issues of the UrbanMobility Plan of Belo Horizonte – *PlanMob-BH*. However, to have real changes, some barriers must be overcome, and we propose to use the *space*, the *time* and the *body* as a prism for understanding the issue, which serves at the same time like: an invitation to engineers and technicians of the transport sector to incorporate the *social sciences* in their analyses; and an invitation to social scientists to participate in urban mobility policies formulations.

This paper presents the context of urban, environment and mobility policies in the city of Belo Horizonte - with 2.4 million inhabitants in a metropolitan area with 5 million people -, and develops a conceptual analysis on the categories of *space*, *time* and *body* and its effects on public policy in the city of Belo Horizonte. Can we make sustainable the urban mobility through planning actions? Or, in other direction, the SUM is a *myth*, an unattainable *utopia*?

Based on these issues, bringing together the experience of having coordinated the Urban Mobility Plan of Belo Horizonte -*PlanMob-BH* between 2004 and 2011 with the doctoral research (in progress) held in urban geography, it is intended to identify the potential of spatial measures (production of sustainable neighbourhoods – or an *ecovillage*), temporal measures (time policies) and body measures (*mobility management*) that may be an *opening* (concept of Henri Lefebvre: “opening towards new possibilities of thought and action”) in a city that wants to overcome local and global challenges, adapting and becoming, or in resume: a city that wants to be resilient.

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Measuring the Sustainable Mobility Potential of Neighbourhoods in the City-region

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Keywords: sustainable mobility, Transit Oriented Development, urban form, city-regions, multi-modal networks

Urban areas and city-regions face serious sustainability problems linked to the current car-dependent patterns of mobility. In response, governments developed policy and guidance on urban transportation and mobility setting challenging targets. Normative models of sustainable neighborhood, such as Transit Oriented Development (TOD), have been widely implemented but questions remain about their effectiveness in reaching the proposed targets. One possible explanation is that sustainable neighbourhood guidance and support tools largely focus on the local context (Gil and Duarte, forthcoming).

This paper explores the urban form of TOD neighbourhoods in the Randstad region of the Netherlands, looking at their local characteristics but also at how these neighbourhoods relate to the wider city-region through the transportation networks.

Departing from the concepts of 'multi-modal urban regional development' and 'mobility environments' in Bertolini and le Clercq (2003), we propose to describe the urban environment using a framework where the urban activity space is organised by modes (non-motorised, car, transit) and scales (local to regional) of movement through the configuration of mobility infrastructure networks. Based on this framework, we build a descriptive, multi-modal network model of the Randstad region, using a Geographic Information System (GIS), that integrates private and public transportation networks and land use data. This is a disaggregate model with the smallest spatial units being the street segments, the transit stops and the individual buildings. This detailed model allows the measurement of aggregate land use indicators, local urban form indicators and network configuration measures. Measures of network proximity, density, accessibility and centrality are calculated for each transport mode at the local scale of the different urban areas, and at the regional scale of the entire city-region.

The resulting urban form measures are then mapped and tested against mobility survey data using descriptive statistics and correlations. The aim is to compare the modality characteristics and mobility performance (vehicle miles travelled, modal share and travel duration) of the TOD neighbourhoods controlling for socio-economic characteristics associated with travel behaviour (age, household composition, income or car ownership) (Stead et al. 2000).

From this analysis we expect to confirm conditions under which the local urban form characteristics are effective, but also identify regional urban form measures that are relevant indicators of the full sustainable mobility potential of TOD neighbourhoods. These findings can inform planning policy and guidance in setting principles for mobility infrastructure strategies that contribute to increased effectiveness of TOD implementation.

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Small is Beautiful?: University Students' Mode Choice and Its Determinants in College Town

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Keywords: scale, commute, university, student

After presenting a framework regarding factors influencing mode choice of the general population and university students, this manuscript adopts a comparative approach to look into factors (in particular, how scale of the city) affecting university students' mode choice, using data collected from Los Angeles, California and Ames, Iowa. It shows that off-campus university students from college town are greener commuters than their urban-university counterparts, after controlling factors such as commute distance, residential type and bus proximity. Thus, as a whole, scale of the city influences university students' mode choice. If measured by commute distance alone, scale of the city, however, does not significantly affect the rates of driving alone, biking or walking. This manuscript also finds that income and perceived travel time have the greatest impacts on university students' transit usage and walking mode in college town. For university students who bike to the campus, regardless the host city's scale, they are more likely to be male. For the students who bike to the campus, they are sensitive to perceived travel time relative to that of transit or driving-alone. University students riding transit in college town are sensitive to both commute distance and perceived commute time; their counterparts from urban university, however, are only sensitive to perceived commute time. The above findings provide several policy implications regarding promoting alternative modes at universities.

SESSION 5-15 The Planning "Cycles"

Sustainable Bike Cities and Unsustainable Car Cities

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In this paper the Top Twenty of cycling cities in Europe is presented. Münster in Germany tops the list and is the European Bike City. In Münster 38 percent of all trips are with the bike, and 36 percent with the car. The new TEMS EPOMM database makes it easy to compare modal split in cities and thus answer questions like: Which city is most transport sustainable? Which city is the most car dependent? It is not surprising that they cycle a lot in Dutch cities, nor in Copenhagen, possibly more surprising that the bike is used extensively in Berlin? Milton Keynes has indeed become a car city, 75 percent of all trips is with a car! A line can be drawn through Europe. North of the line one find "cycling countries" and south of the line "car countries". Belgium is divided in two. Cities in the Flemish part to the north cycle a lot, while in Valona they hardly cycle. The paper discusses some of the findings and gives tentative answers to these differences between countries and cities.

Developing a Research Agenda to Increase Cycling in the African-American Community

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Keywords: bicycle, African Americans, perceptions

There is a need to create a transportation system of choice that supports access to economic and social activities, while encouraging healthy lifestyles through active transportation. Compared to the costs of car ownership, cycling is a relatively inexpensive mode that has numerous mental and physical health benefits. However, several cycling studies of the U.S. general population have found perceptions of safety to negatively impact ridership. Even though no studies have focused on cycling in the African American community, general knowledge acknowledges the lack of racial diversity across the country, including cities with large African American populations. In addition, there are health benefits to be gained; African Americans have the highest rates of excess weight in the United States. In Austin, TX, there is overwhelming support for more bicycle infrastructure, including a future bike-share program; however, the African American community falls short of recording a significant bicycle ridership.

This paper introduces two interventions designed to influence perceptions of cycling among African Americans. The interventions are safety training and use of a guide map. Preliminary results from a pilot study of 150 African American adults in Austin, TX, will be presented. Data were gathered from a pre/post survey designed to measure experience level, perceptions, and socio-demographic factors for changing attitudes that potentially could affect mode choice.

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Geographic Access to Transit for Bicyclists: Attitudes, Issues, and Options for Improvement

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Keywords: bicycle-transit coordination, feeder mode, transit access

The coordination of bicycle and transit modes has received close attention from public transit planners and researchers in recent years as transit agencies around the world have installed bicycle racks on buses and other transit vehicles, implemented bicycles-on-trains policies, and made other efforts to facilitate bicycle-transit integration. Planners presume that the geographic range of access to transit stops and stations is enlarged by these efforts, but such changes have not been effectively documented. This research project is designed to assess the extent to which geographic access to public transit services increases as a result of such facilities and policies. A mixed-methods approach is employed, using interviews with planners employed by two large American transit systems—the Southeast Pennsylvania Transportation Authority (SEPTA) and the San Francisco Municipal Transportation Authority (SF Muni)—along with a survey of cyclist-transit users (CTUs) and telephone interviews with a subset of survey respondents.

SEPTA and SF Muni are transit agencies with, respectively, low and high bicycle-transit use rates which will allow us to compare planner and CTU attitudes towards bicycle-transit coordination between two significantly different planning environments. The survey will address the motivations, practices, and challenges CTUs face in combining bicycle and transit modes. By contrasting CTU behavior in systems with low and high current utilization rates of bicycle-transit facilities and policies, this project will document current policies and implementation practices, estimate service-area changes attributable to bicycle-transit integration, and suggest changes to improve the utilization and accessibility of transit services by cyclists.

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Why Has Norway Not Succeeded in Planning for Cycling?

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Keywords: urban planning, transport, cycle planning

As many countries, Norway has intentions of increased use of bicycles in transport especially in urban areas. Both national and local strategies underline the importance of cycling as an important element in the transport net and the individual and collective benefits for health and welfare. Some cities have allocated huge amounts of money for bicycle purposes. Though the good intentions, the tendency is rather a decrease in cycling's percentage of the total person transport.

Common explanations are among other things that Norwegian climate is rather rough and the landscape is hilly with steep roads. This paper examines these and some other factors relevant for the planning in Trondheim (and for some factors Bergen) in comparison with Odense in Denmark, Groningen in The Netherlands, and Münster and Troisdorf in Germany. (von Enzberg-Viker, 2011; Bartz-Johannessen, 2012)

Trondheim and most Norwegian cities are more spread out geographically than the other ones, and have thereby longer travel distances for most people. However, many people have their working place, shops schools and so on within reasonable distance. Differences in altitude are to some degree an obstacle to cycling in Norwegian cities. May be rainy weather, and snow in wintertime, makes cycling less attractive for many inhabitants.

The Danish, Dutch, and German cities seem to have a clearer superior policy prioritising cycle transport, though Norwegian policy seem to change in the same direction. Trondheim has started an ambitious program for building separate cycle lines, but the problem is first of all lack of continuous traces, even when it comes to rather new enterprises. One reason is that Norwegian rules allow cycling on pavements which leads to confusion and conflicts, and neglecting the need for separate cycle spaces. When at the same time cycling on zebra crossings is in conflict with the rules, people do not know how to pass street crossings and accidents occurs.

All together Norwegian cities have potential to increased cycle transport, but have so far planned and built facilities very fragmentary. Norway has lots to learn from experiences in other European cities.

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Safe and Secure Event Traffic in Germany

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Keywords: major events, traffic management, travel, simulation

The safety and security of major outdoor events depends on the interaction of many different modules, which were analysed in the research project “safety and security modules for major events”.

One Aspect is the handling of traffic and visitor flows in the surroundings of the venue.

It doesn't exist a nationwide legal framework for concepts to handle traffic of major outdoor events in Germany. Therefore there are different regulations for every federal state. After the Love-Parade disaster in Duisburg in 2010, which resulted in the deaths of 21 people and injuries to 500 others, it became clear that there is a need for distinct and consistent regulations.

While the structure of the traffic partition is known for the commuter, shopping and leisure-time traffic, there are grand uncertainties about the estimation of visitor traffics for events. These underlay high flexibilities and dynamics. Particularly minor municipalities, who haven't a lot of experience with major events, support for the planning of traffic concepts would be preferable. Especially data and changing factors for characteristic data is missing. Moreover the existing manuals are not known in the municipalities respectively are not used.

To gather more information about the current state of concept preparation and traffic handling a survey of traffic concepts has been carried out. Concepts to handle event traffic and traffic data from different types of major outdoor events, e.g. fairs, Christmas markets, city festivals, music festivals and horticultural shows were analysed. Additionally simulations of event traffics for selective major events in Germany will take place to analyse and visualize the effect of different measures of traffic and crowd management. Therefore enquiry of traffic data at events (modal-split, car and train-occupancy, etc.) is necessary.

Aim of the research project is to support organizer of major events to develop traffic concepts for the safe and secure handling of visitor traffics to and from events.

A resilient basis is necessary as a substructure for every measure in connection with traffic. These have to be determined with the aid of characteristic data such as modal-split, car-occupancy etc.

The result of the research project will be a manual for the preparation and structuring of a traffic management concept as well as to give guidance with the estimation of characteristic data for event traffic for special types of events.

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POSTERS 5

Pedestrian Planning Tools for Use in Travel Demand Modelling

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Keywords: pedestrian, walking, multi-scale, modelling, environment

Despite recent attention paid to the health implications of active travel (e.g., Bassett et al. 2008) and transport policy initiatives that seek to reduce automobile use by encouraging walking, cycling, and transit use, extant modelling tools in the United States suffer from a lack of spatial acuity and behavioural sensitivity to influences on non-motorized travel (Singleton and Clifton 2013). There is a need for robust analytical pedestrian planning tools that predict traveller responses to more micro-level details of the pedestrian environment, yet that can also interface with the meso-scale operation of widespread regional travel demand models.

This applied research uses analyses of disaggregate travel behaviour data from a recent household activity and travel survey alongside better measures of the pedestrian environment to develop new robust and multi-scale modelling procedures for use in the Portland, Oregon, region's trip-based travel demand model. Specifically, the model improvements involve first performing trip generation for all travel at a new standardized micro-scale pedestrian analysis zone (PAZ): a 264ft-by-264ft (80.5m-by-80.5m) grid cell. Next, a new binary logit model is developed to predict the percentage of walking trips generated in each PAZ based on standard built environment variables (Saelens and Handy 2008), unique pedestrian accessibility measures, and street design features. The multi-scale framework then allows non-walk trip productions/attractions to be aggregated back up to transportation analysis zones (TAZs). Finally, the remaining pedestrian trip ends can be linked via a destination choice model and walking trips routed through a raster-based network of micro-scale PAZs.

These modelling changes improve the mode choice capabilities of Portland's regional travel model with respect to walking trips, assisting with land use and transport decision-making. Such pedestrian planning procedures can also be adapted by other regions to make their travel forecasting tools more robust to multi-scale environmental and policy-sensitive influences on walking behaviour.

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Measuring the Sustainable Mobility Potential of Neighbourhoods in the City-region

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Keywords: sustainable mobility, transit oriented development, urban form, city-regions, multi-modal networks

Urban areas and city-regions face serious sustainability problems linked to the current car-dependent patterns of mobility. In response, governments developed policy and guidance on urban transportation and mobility setting challenging targets. Normative models of sustainable neighborhood, such as Transit Oriented Development (TOD), have been widely implemented but questions remain about their effectiveness in reaching the proposed targets. One possible explanation is that sustainable neighbourhood guidance and support tools largely focus on the local context (Gil and Duarte, forthcoming).

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The resulting urban form measures are then mapped and tested against mobility survey data using descriptive statistics and correlations. The aim is to compare the modality characteristics and mobility performance (vehicle miles travelled, modal share and travel duration) of the TOD neighbourhoods controlling for socio-economic characteristics associated with travel behaviour (age, household composition, income or car ownership) (Stead et al. 2000).

From this analysis we expect to confirm conditions under which the local urban form characteristics are effective, but also identify regional urban form measures that are relevant indicators of the full sustainable mobility potential of TOD neighbourhoods. These findings can inform planning policy and guidance in setting principles for mobility infrastructure strategies that contribute to increased effectiveness of TOD implementation.

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High Speed Rail in Canada and the United States: the Political Ecology of a Missed Opportunity

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Keywords: high speed rail, Canada, United States

High speed rail (HSR) is rapidly becoming a popular form of long-distance travel throughout the world as this technology reduces travel times and traffic congestion, lowers carbon footprints and photochemical smog, and stimulates regional economic development. It would appear natural that HSR would be an integral component of a multi-modal transportation system in Canada and the United States, considering the expansive geography, close economic ties and demographics of the two countries. However, despite decades of research and planning, the USA has only committed funding for HSR in California and has postponed studies in the Northeast corridor. No proposals are in place in Canada despite several planning studies in Quebec, Ontario and Alberta dating back to the 1960s. All other G8 countries have operating HSR lines. This study investigates the reasons for lack of progress in Canada and United States by exploring the historical development of HSR in both countries, and analyzing potential benefits and challenges. The research is based on a review of existing literature, supplemented by in-progress key informant interviews of leading experts in HSR and transportation planning (eight conducted to date). Preliminary findings indicate that both countries have a strong demand for a HSR system, but progress has remained stagnant due to the political ecology of transportation planning. This politic is characterized by strong government policies that support the airline industry as well as inter-state/inter-provincial automobile travel; government neglect of existing passenger railway systems; and the lack of public familiarity with rail systems. The study also found that public private partnerships and a well-developed regional transit network are essential ingredients toward HSR system viability in the two countries. This paper concludes by discussing the future directions toward implementing HSR lines in North America.

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Real Number of Road Traffic Accident with Injured Children in Germany Record Linkage Different Data Sets

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Keywords: children, accident data; record linkage

Today the official accident statistic in Germany has a darkfield of undocumented accidents. The number differs depended on the means of travel and the result of the accident.

Aim of the research project was to accomplish an image of the accident occurrence of children that is as accurate as possible. This should result from a comprehensive examination of all available data sources. Furthermore a linkage with mobility data should be conducted to achieve more significant and comparable information about the accident occurrence. Therefore applicable methods had to be developed which were used exemplarily within the project.

The exemplary appliance had the goal to show possibilities, but also to demonstrate deficits and problems. The basis for the method development was a comprehensive analyses and description of the different systematics of assessment of official accident statistics, statistics of the accident insurers as well as accessible census about accident occurrence of children.

The official accident statistics and accident data from the accident insurance should be merged to get an accurate overview of the number of traffic accidents with injured children in Germany. A possible method is the "Record linkage". Record linkage refers to the task of finding records in a data set that refers to the same entity across different data sources. The date and time of the accident and the age and sex of the vulnerable child can be used as common identifier, which is part of both data sets.

There existed three possible results in the record linkage of data sets. 1. The accident is in both data sets, 2. The accident is only in the official accident data set, 3. The accident is only in the accident data set of the insurance.

The exemplary application of the methods took place for 15 investigation areas in Germany which were selected on the basis of particular criteria in different states and different categories of municipality size. In total the data of accidents with 1076 injured children were evaluated. The record linkage shows that only 11% of the accidents with children are registered in both data sets. 63% are only in the official accident data set. 26% are only in the accident data set of the insurance and are unreported in the official statistic. This shows a dark field in the official accident data set of 26% of accidents with children. In summary it can be stated that analyses have shown that a combined consideration of different data sources is basically useful to gain a real image of accident occurrence of children. Especially the combined consideration of accident data of the police and of the accident insurer enlightens the dark field of the respective statistics. Therefore in long-term it is sensible and preferable to adjust the systematics of assessment.

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Safe and Secure Event Traffic in Germany

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Keywords: major events, traffic management, travel; simulation

The safety and security of major outdoor events depends on the interaction of many different modules, which were analysed in the research project “safety and security modules for major events”.

One Aspect is the handling of traffic and visitor flows in the surroundings of the venue.

It doesn't exist a nationwide legal framework for concepts to handle traffic of major outdoor events in Germany. Therefore there are different regulations for every federal state. After the Love-Parade disaster in Duisburg in 2010, which resulted in the deaths of 21 people and injuries to 500 others, it became clear that there is a need for distinct and consistent regulations.

While the structure of the traffic partition is known for the commuter, shopping and leisure-time traffic, there are grand uncertainties about the estimation of visitor traffics for events. These underlay high flexibilities and dynamics. Particularly minor municipalities, who haven't a lot of experience with major events, support for the planning of traffic concepts would be preferable. Especially data and changing factors for characteristic data is missing. Moreover the existing manuals are not known in the municipalities respectively are not used.

To gather more information about the current state of concept preparation and traffic handling a survey of traffic concepts has been carried out. Concepts to handle event traffic and traffic data from different types of major outdoor events, e.g. fairs, Christmas markets, city festivals, music festivals and horticultural shows were analysed. Additionally simulations of event traffics for selective major events in Germany will take place to analyse and visualize the effect of different measures of traffic and crowd management. Therefore enquiry of traffic data at events (modal-split, car and train-occupancy, etc.) is necessary.

Aim of the research project is to support organizer of major events to develop traffic concepts for the safe and secure handling of visitor traffics to and from events.

A resilient basis is necessary as a substructure for every measure in connection with traffic. These have to be determined with the aid of characteristic data such as modal-split, car-occupancy etc.

The result of the research project will be a manual for the preparation and structuring of a traffic management concept as well as to give guidance with the estimation of characteristic data for event traffic for special types of events.

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TRACK 6: GOVERNANCE, INSTITUTIONS AND CIVIC INITIATIVES

SESSION 6-1 Urban Governance and Service Delivery Under Austerity : Moving from Privatisation to Social Enterprise

Marketization, Public Services and the City: The Potential for Polanyian Counter Movements

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Keywords: privatization, citizenship, marketization

Fiscal austerity pursued by governments to exit the ongoing financial and economic crises have meant deep, sudden, protracted, and highly contested public expenditure cuts. Across cities in Europe and the United States, under-investment in physical and social infrastructure services, coupled with elimination of many safety-net services, is reducing the quantity and quality of service provision. Cut-backs are putting an unsustainable strain on social cohesion, engendering urban decay. We locate much of the origins of the Great Recession - and the associated crisis in service provision - in the wave of market-oriented policy shifts introduced from the late 1970s onwards. To understand the causes of service decline in the contemporary period, we need to understand the ways in which their governance has evolved. We analyze comparatively and synthetically, the shifting ways in which policy discourse based on the logic of marketization was used to justify service delivery reform. We use policy discourse analysis to gain insight into issues surrounding changing approaches to service delivery across Europe and the US. We highlight episodes of discourse convergence (Americanization, or, Europeanization), but also, policy divergence, due to different long-term paths of public sector planning. We examine the new planning language deployed to justify service delivery reform, focusing on privatization, deregulation, liberalization, competition, free trade and investment regimes. We argue the outcome was not a mere "disembowelment" or "hollowing out" of the public content of policy, but, more aggressively, a "cannibalization" of state policy discourse by market-oriented discourse. Likewise, citizenship was "cannibalized," by discourse on market processes including individualism, voucherization, and consumerism. A challenge for planners is that the logic of marketization has become so embedded in policy discourse that alternative approaches cannot be articulated. This has facilitated market predation of the state, laying the foundations for the crisis.

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Less Planning, More Development? Housing Industry Discourse and Urban Reform in Australia

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Keywords: planning reform, housing affordability, privatization

Debates about urban planning and the housing market have particular policy resonance in the context of neo-liberal reforms to urban governance. An established body of quantitative research seeks to measure these relationships (Glaeser, 2009; Hui, 2003), but is silent on wider implications for policy. This paper explores these implications with specific reference to private sector housing industry discourse and planning reform in Australia.

With one of the world's most expensive housing markets, affordability pressures are increasingly dominating Australia's policy debate. In this paper, we use policy discourse analysis to show how Australia's development industry has framed this debate and positioned planning related supply constraints as the major explanation for declining housing production and affordability. Our analysis identifies three claimed constraints: inefficient urban governance (planning systems operated by state and local governments); cumbersome regulation (land supply settings and design controls), and financial burdens (infrastructure funding and provision). We also analyse key national and state level reforms, highlighting the pervasive influence of industry discourse, to the exclusion of other perspectives. However, although intended to kick start development, many reforms – particularly those attacking contributions for infrastructure provision and dismantling longstanding planning provisions – are likely to destabilize investor confidence and reduce services for new development, thereby undermining new supply, inflating values in existing serviced suburbs and reducing developer profits in new build locations. The neo-liberal urban governance model promoted by industry is therefore not the solution. Further the reforms fail to support the more diversified mixed private / social housing provision regarded essential for increasing Australia's supply of affordable homes (Milligan, 2009).

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Discourse of Neoliberal Urban Governance: A Cross-national, Comparative Look at the Role of Business Improvements in the US and Germany

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Keywords: business improvement districts, urban governance, marketization

Business improvement districts (BID) have become an important, rapidly diffusing, policy tool to restructure urban districts during times of fiscal constraints. The model, developed in the North American context, has transferred to cities in Africa, Europe and Latin America. The goal is to stimulate reinvestment by the private sector, especially by property owners, through a self-imposed assessment that is channeled back into the district from which the funds are raised. The recent approval of BIDs in German cities, such as Hamburg, and the policy discussions surrounding the implementation of BIDs or Innovation Districts, the term used in Hamburg, present an opportunity for comparative policy discourse analysis. Examining BIDs serves to illustrate how urban policies are traversing boundaries, simultaneously creating a convergence of urban policy discourses that nevertheless have to be channeled to support the implementation of specific urban locational policies.

The restructuring of discrete urban areas through public private partnerships is part of a wider process by which urban regimes are confronting their fiscal constraints. I examine the planning discourses deployed to legitimize BIDs in the US and Germany. I argue that while there seems to be an apparent “Americanization” of urban policy in the transfer of BIDs to the German context, important differences in the policy discourses surrounding BIDs in the US and Germany point to a selective or localized, careful adaptation of the model. In the US the policy discourse legitimizing BIDs, for example, draws both on progressive community development notions of “grassroots,” local development and decentralized governance to empower citizen consumers as well as conservative “broken windows” theories to enhance the livability and safety of urban districts in response to urban crisis and decline. In Hamburg, on the other hand, the discourse focuses on the selective restructuring of public spaces and commercial districts to create differentiated urban markets and enhance economic competitiveness without carving out long-term governance roles for BID organizations. Consequently, while policy discourses promoting BIDs are deployed in both cases in order to legitimize the concentration of resources in specified districts to enhance their profitability, their long-term governance role are distinctly envisioned.

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Beyond the Public-Private Divide: Social Entrepreneurship and the Privatization of Public Services

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Keywords: privatization, social entrepreneurship, service delivery

In the face of neoliberal development agendas, decentralization, and the inadequacy of the state, the delivery of public services has been pushed out of the state sphere. Services have been taken over by the murky realm of partnerships, non-governmental organizations, and private companies through varying programs which have stripped the state of its original role as provider of public goods and services to the enabler role. In this complex network of development and services, the *social enterprise* has emerged; this term blurs the boundaries between the state, the market, and civil society in an effort to emphasize profit and/or market orientation with a social mission through innovative and efficient approaches to services and goodsthat address poverty and poverty related needs (Seelos, 2009). With the growing dissatisfaction over the quality of aid in developing countries, and increasing criticism of NGOs from academics and policy practitioners (Fowler, 2000), foundations, development banks, and governments are looking beyond traditional organization forms to social enterprises. However, it is unclear if social enterprises can deliver on the promises beyond the anecdotal evidence of success portrayed in the media. In addition, the integration of the market and private sphere can be perceived as antagonistic to the social mission (Escobar, 1995; Miraftab, 2004).

In this paper I will provide a brief review of the evolution of social entrepreneurship in an effort to understand the institutional and organization complexity the term implies, with particular regard to the delivery of public services and the relationship to the state. Initial results of an exploratory survey of organizations in Colombia, Kenya, Mexico, and South Africa that employ the term social enterprise or are referred to as a social enterprise by an investor or donor will be presented. The survey data will locate social entrepreneurship in the international planning discourse in an effort to better understand the scope, financing structures, and service orientation of the organizations. The paper will attempt to provide an exploratory understanding of the role of social enterprises in the service delivery scale as a rival, complementary, collaborative organization, and/or an organization that occupies a space left vacant by the state.

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Business Improvement Districts in England and the (Private?) Governance of Urban Spaces

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Keywords: business improvement districts, stakeholder-led governance, privatisation, private service delivery, BIDs accountability

Business Improvement Districts (BIDs) were introduced in the England less than 10 years ago and their adoption in over 140 locations all over the country owns a great deal to their potential ability to raise private funds to invest in the management of town centres. On the basis of 10 case studies of English BIDs, this paper addresses the evolution of those organisations as private stakeholder-led instruments for the governance and management of business areas in England. The papers discusses whether and to what extent English BIDs constitute private government of urban areas, and the attendant issues of accountability and spatial inequalities in the distribution of public services and investment.

The evidence discussed in the paper corroborates the argument that BIDs in England are still a long way from constituting private government of commercial urban areas. The evidence is less clear-cut about the accountability of BIDs and their alleged democratic deficit although so far there have not been significant problems of accountability. BIDs do represent a spatially unequal distribution of services, but their modest impact has not been sufficient to cancel out the supposed wider benefits that come from revitalised town centres.

However, the findings also suggest that the relatively brief period since the first English BID was set up has not been enough not enough to generate a more solid understanding of BID's long-term prospects and impacts into existing urban governance systems and practices and in the life of towns and cities. The paper aims to contribute to the understanding of how BIDs operate, what aspirations they represent, how they relate to other aspirations and to broader urban policy objectives, and thus advance critical thinking about the limits and potential of those emerging forms of urban governance.

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SESSION 6-15 Participation and Non-Participation

A Research about Public Participation via Questionnaire Survey in the Process of Master Planning - The Case of Master Urban Plan of Tongling City, China (2009-2030)

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Keywords: master plan, questionnaire survey, public participation

This paper summarizes the experience and practice of public participation via questionnaire survey in China, by sorting out the form and content for publics' participation in the process of working out Master Plan of Tongling City in Anhui Province (2011-2030). Based on the analysis, it seems clear that public participation in urban planning is characteristic of varied phases and manifold forms in China, and focus on different questions. Moreover, the key issues to be desperately solved in Master Plan phase is the strategic content about urban long term development, especially highlighted in conducting public participation by ways of questionnaire survey. In this regard, designing the questionnaire's content and subsequent distribution must provide convenience for citizens to comprehend and to express themselves, and meanwhile, questionnaire retrieving and analysis/conclusion shall be oriented by optimized scheme of spatial distribution. The importance of public participation cannot be overemphasized under the transformation of urban development in China. It will influence the decision-making of local government; it will have the communication between planners/designers and government officials further strengthened. It is also pointed out that urban planning is virtually demanding for accumulation of a great deal of practical experience in China.

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Accounting for the 'Non' participant in the City of Cincinnati Ohio's Comprehensive Planning

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Keywords: participation, diversity, land-use

Planners commonly describe people who do not attend processes, attend infrequently, or attend but do not actively contribute as nonparticipants. In all cases; however, people who do not attend a planning activity are saying something. This study seeks to push beyond the traditional dichotomy between participants and nonparticipants. In particular, the low turn out of marginalized populations in planning activities raise questions about the legitimacy of these activities. Barriers to participation have been identified. Here the transaction costs to attend an activity are too high in relation to the perceived importance or value of the meeting such as childcare or work schedules. Elites, as drivers of plans through bodies such as steering committees, tend to have different participation barriers than general community members. They also have tremendous power. And yet their motivations for participation are not well understood.

This project seeks to understand how and why elites chose to engage in a planning process. Through case study research, I am analyzing participation in the City of Cincinnati comprehensive planning process focusing on the steering committee. As a participant of the steering committee, I have observed what members have attended, in what frequency, and who spoke about which issues during the meetings. There have also been discussions during meetings and informally about perceived key players who are not on the committee as well as specific demographic groups or topics that do not appear to have representation. I have interviewed half of the forty-two person steering committee as well as city staff and consultants. My findings indicate that elites did not experience traditional barriers. Rather, they focused on issues related to civic pride and contributing to the future of the city. At the same time, the elites in this case were overwhelming white in a city that is just under fifty percent black. While planning mirrors the racial segregation of the city, the political base of the city does not, revealing the distance that planning must go to bring in diverse participants.

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Participatory Planning in Chinese Inner City Regeneration—Where are we?

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Keywords: China, public participation, inner-city regeneration

With the continuity of rapid urbanization in the past three decades, inner urban areas in many Chinese cities are now facing a number of social-economic challenges such as spatial concentration of poverty and a dilapidated physical environment. However, so far China has not formulated a coherent policy framework that can systematically address these issues. In practice, with the highly decentralized executive power that enables local government to formulate urban development policies within the local jurisdiction and the progress-based promotion system for local governors, more stress is put on economic growth than social equity. The well documented “land for money” approach has been widely adopted by Chinese local governments and property-led development is currently prevail in China’s urban regeneration process and is expected to continue play a dominant role for some time to come.

This leads to the question of ‘how to include local communities in the inner city regeneration process and let them benefit from it’. To answer this question, an examination on the evolvement of Chinese regeneration polices as well as the planning law & regulation system is necessary. For one thing, such an examination helps to reveal the major obstacles for China to adopt a genuine participatory planning in its regeneration process. For another, this contributes to a better understanding of the current situation in China and helps to consolidate the knowledge of foundation for exploring a better participatory approach, which, in a way, could be learned from other countries that are in a more advanced stage regarding public participation.

This paper starts with a review on the evolution of China’s urban regeneration policies as well as the transformation of social, economic and political context from the 1940s to the 2010s, with a focus on public participation. Then the delivery model for regeneration projects is examined and discussed. And data used in this paper mainly comes from literatures and official websites.

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Planning for their Future: Children, Participation and the Planning Process

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Keywords: children's participation, local plan-making, engagement

In the fields of planning and geography children and young people are increasingly recognised as subjects and actors who (re)produce and are affected by the way in which space is organised, planned and governed. In particular there is a growing emphasis on ensuring that children's voices are heard in the planning process. While the United Nations Convention on the Rights of the Child was a turning point in creating an impetus for such participation, this dovetailed with the more general democratisation of planning in the 1990s that emphasised more participatory approaches (Horelli, 1997). In this context recent Irish planning legislation has specifically recognised children as a group who are entitled to be engaged in the local plan making process (Planning and Development (Amendment) Act, 2010). This reflects other important efforts that have been made in Ireland to strengthen children's participation in policy making and governance. Although formal structures of participation exist and specific recognition has been given to children in Irish planning legislation, little empirical evidence exists assessing the operation or impact of these initiatives. Drawing on wider research on children's geographies and participation, we hypothesise that there are challenges to fostering children's participation. Research has shown that participatory approaches are inevitably limited by a range of issues, including representation, resource commitment and action on outcomes (Matthews and Limb, 1998) and invariably an adultist view of children and their participation dominates in policymaking (Taylor and Percy Smith, 2008).

This paper reports on a baseline audit of children's participation in the Irish planning process at a county level, identifying current practices and the features of historic, current and planned engagement with this stakeholder group. The paper explores planners' attitudes to participation by children in planning and decision-making, and investigates the supports and barriers that exist to engaging children more effectively in the planning process.

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PANEL 6-1 Trading Zones in Urban Planning

Roundtable: Trading Zones in Urban Planning

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Keywords: coordination, language, planning practice, agonism

Peter Galison (1997) has introduced the concept 'trading zone' in his social scientific research on interaction between researchers representing different scientific subcultures. Galison's focus on situated coordination, instead of broad consensus, provides a fresh perspective to urban planning research, too, regarding the difficulties in reaching consensus in communicative (or collaborative) planning. The trading zone concept addresses practico-linguistic means in overcoming cultural and epistemic barriers between the different groups, while sharing with the pragmatic orientation and the focus on the local conditions and resources, instead of universal principles. Furthermore, the trading zone concept seems to fit well to conflict mediation cases in planning, when the stakeholders, to be mediated with and to engage in the generation of a shared trading zone, are readily identifiable.

In recent planning research (Fuller 2006; Balducci & Mäntysalo 2013), the trading zones in planning have been approached as practical *toolkits for mutual coordination* between different groups. The word 'coordination' is key: while acknowledging political difference as a legitimate condition in itself, in the sense of agonism, we may try to establish local planning strategies that could *coordinate* the activities of the different groups, despite even fundamental differences in values and epistemic understandings between the groups. The focus is shifted from the level of planning decisions, and the issue of their legitimization, to the level of *planning practice*. *Can local planning practices be approached as coordinative platforms between different groups or stakeholders, without the necessity of mutual consensus, and can we develop certain trading zone tools to facilitate the emergence of such planning practices?*

What are then the limits of translating the trading zone concept to new research contexts, such as urban planning? In translation, the concept may also be rendered unrecognizable or turned into an all-embracing word that loses its analytical edge. Originally, the concept was introduced as an interpretive tool in dealing with communication problems in conditions of cultural-epistemological heterogeneity. But can the concept be "stretched" to aid us in trying to resolve deep political conflicts in planning? Are we inclined to frame our concentration to linguistic challenges of sharing information and services between differentiated conceptual systems, undermining deeper political issues? Is there a risk of technicizing planning at the expense of its political dimension, when applying the trading zone concept in the development of planning methods and practices?

In the planning context, the concept may be applied into a vehicle to increase domination as well as emancipation. In itself, the trading zone concept *does not* bear political implications. Trading zones may be found and generated in *both collaborative and coercive* conditions, as clarified in Collins et al's (2007) categorization of trading zone types.

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PANEL 6-4a Networks, Plans and Governance: Processes to Transform the Urban Food Systems 1

Session dedicated to the memory of Professor Jerry Kaufman

Everyday Food Planning

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Keywords: networks; informal planning; policy development; governance

This paper discusses “everyday food planning,” the efforts of networks of individuals and organizations to reform, restructure, supplant, and in some cases radically transform the food system through a combination of formal and informal planning processes, policy development, politics, and project-based interventions. Based on case studies of six municipalities in the US and Canadian that are working to advance food planning, the paper shows that the activities and strategies of different individuals and organizations engaged in everyday food planning are often fluid, amorphous, and networked across different interest groups, sectors, and scales. Stakeholders and groups may join together to address particular issues, reconfigure as needed, or disband when problems are resolved. Formal planning and policymaking processes can respond to these informal networks, and networks of advocates can be oppositional while simultaneously participating in formal policy making processes. The paper describes these diverse processes and identifies governance structures that cities have developed to engage stakeholders and accommodate informal and extra-governmental planning and policymaking work. It concludes by suggesting that the plans and policies emerging from these everyday processes are pragmatic, creative, opportunistic, democratic, and tailored to local conditions, yet they often are replicated and diffused widely from city to city.

Rustbelt Radicalism: A Decade of Food Systems Planning in Buffalo, New York

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Key words: Food systems planning, food policy, shrinking cities

Although food is no longer a complete stranger to the planning field ([Pothukuchi & Kaufman 2000](#)), US municipal planning departments remain slow to address the state of food systems in their communities (Neuner et al. 2011). In 2008, only 30% of American Planning Association members responding to a survey on food systems planning reported that their agencies were engaged in food systems planning – and respondents whose agencies did engage in food system planning worked largely for non-profit organizations ([Raja et al., 2008](#)). Only a handful of municipal planning departments include food systems planners on staff. Yet food system planning is very much afoot in the United States, led largely by individuals and organizations working outside of the state apparatus. This paper documents the decade-long experiences and practices of community-based food systems actors in the post-industrial, and shrinking, city of Buffalo, New York, a group we call the ‘rustbelt radicals.’ We explore the work of rustbelt radicals against a complex backdrop of municipal policies and plans that they must simultaneously navigate, follow, oppose, and ultimately transform in order to improve their community’s food system.

The paper’s case study of Buffalo uses a qualitative research design, and draws on multiple sources of data including interviews, historic document analysis of official plans and policies, and participant observations by the authors who have collaboratively engaged in food systems research and practice in Buffalo for the last decade. Drawing on John Friedman’s (1987) work on radical planning, the paper identifies five factors that enable rustbelt radicals to transform the food system in resource-strapped economies such as Buffalo, NY. The experiences of rustbelt radicals offer insights on the possibilities as well as limitations of municipal plans and policies to leverage positive changes in the food system.

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The Politics of Urban Food Planning

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Urban food movements are springing up everywhere to forge links between good food and a wide range of issues, including public health, ecological integrity, social justice and the reclamation of public space (Viljoen and Wiskerke, 2012). Although these are exciting new social movements, their influence remains weak because they are locked into a politics of protest around "alternative food networks". A more transformative food politics could be emerging around the urban food planning movement in which civil society organizations form new alliances with city governments to design sustainable food strategies (which combine *locally-produced* food and *fairly-traded* food from afar) that challenge the values of the mainstream food sector (Morgan, 2009).

City governments can play a major role in fashioning more sustainable urban foodscapes by deploying their existing powers in more creative and imaginative ways - especially their power of purchase and their spatial planning powers. Drawing on the recent history of the food planning movement in the UK, this paper explores the scope for and the limits to these powers, highlighting what cities can learn from each other as they begin to see their cities anew through the prism of food.

The key aim of this paper is to explore the new networks and governance systems with which urban planners are engaging to create a more sustainable food system. The paper draws on new empirical research in key cities in the UK – including Brighton, Bristol, London and Manchester – to assess the significance of the emerging urban food planning agenda.

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SESSION 6-2 Resilience Frames Shaping Resilience

Emergence of Resilient Watershed Governance in an Urbanizing River Valley

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Keywords: social ecology; collaborative governance; organizational networks

This paper explores emergence of the complex and adaptive social-ecological system (SES) (du Plessis, 2008) in the Chagrin River Valley (a small Lake Erie tributary in Northeast Ohio at the edge of the Cleveland urbanized area) to understand resilient capacity within the collaborative governance network working on watershed management. We map the dynamics of the governance network to understand whether and how resilience for adaptation to the disruptions of chronic pressure from low density urbanization, dramatic changes predicted in the river's hydrological function from climate change, and challenges in fiscal conditions has been fostered.

We assess resilience by examining the capacity-building processes and mechanisms regarding *information* (understanding scientific, economic, and social data and trends and the social construction of this information) (Van Wezemaal, 2012); *integration* (linking planning and decision making across policy sectors and levels of government); and *participation* (sharing information, communicating with citizens, and involving them in sustainability-related decision making) (Weidner and Janicke 2002). We seek to understand how participants in the governance network perceive the system itself, including their collaboration and the overall rationality that has emerged to guide their collaboration (Innes and Booher 2010).

Data for historical context comes from documents, maps and existing histories of the valley. Interviews with local decision makers and organizational leaders from valley communities and professional staff from organizations that have worked in the valley on watershed management inform the research.

The expected outcome will enhance understanding of the long-term capacity-building mechanisms that underlie emergence of resilient watershed governance.

This knowledge will inform both planning scholars and practitioners engaged in research about water resource planning and management and those interested in social-ecological frameworks.

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Flood Risk Governance – A Framework for Coping with Climate Change Related Uncertainties?

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Keywords: flood risk governance, risk-sharing, resilience

This paper is about planning with uncertainties and the role of governance in flood-risk management. Information about flood-related hazards contains uncertainties related to climate change influences on precipitation and runoff. Based on this (uncertain) information persistent planning decisions are made with long-term impacts for the future development of flood plains. Flood prevention in spatial planning is usually regulated in formal planning instruments with legally defined levels of tolerable flood risk. This top-down procedure provides legal security both for planning authorities and landowners but it is not able to reflect the uncertainties concerning climate change influence on future flood hazards. The paradigm of resilient land use, however, aims at establishing a type of spatial development which takes into account climate change impacts and is able to provide scope for future adaptive measures.

This paper discusses two basic strategies of decision-making with uncertainties in regard to flood risk governance: *Horizontal risk-sharing* describes the establishment of joint flood risk management strategies (i.e. structural measures of flood protection as well as preventive planning) of upstream and downstream municipalities of a catchment. This form of shared risks requires coordination between the stakeholders within the catchment. Governance is necessary to bridge the gap between the catchment area (as the newly defined area of political and administrative action) and existing territorial institutions and stakeholders (i.e. problem of fit).

Vertical risk-sharing implies that climate change-related uncertainties are openly elaborated between municipal or regional planning authorities, local stakeholders and interested members of the general public. Confronting different forms of knowledge (e.g. expert vs. experience-based local knowledge) and perceptions of flood risk such 'risk dialogues' could provide a discursive platform to discuss new climate change related flood-risk scenarios and negotiate future land-uses in (expanded) hazard zones.

The implementation of horizontal/vertical risk-sharing raises questions relating to the organisation of governance processes, the mechanisms of risk evaluation as well as regarding the acceptance of and the responsibility for land use decisions. The outcome of this paper allows conclusions not just for flood-related planning but for ways of coping with uncertainties in planning processes in general.

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Small is Beautiful: How Simple Modeling Supports Participatory Environmental Planning

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Keywords: complexity, environmental planning, participatory modeling, agent-based modeling, groundwater sustainability.

Policy makers, professionals, activists and citizens involved in planning for natural resources often ignore, resist and even deny the complex interactions that shape current and future use. We study how these actors respond to computer assisted models as tools for comprehending and planning for complex environmental changes tied to purposeful land use change. Our research describes how people conceive the relationships linking urban development and natural resource depletion. We assess the social and cognitive dimensions of small group collaboration focusing on how actors use progressively complicated and empirically informed agent-based models to conceive complex interactions and their bearing on their individual and joint judgments about plausible environmental plans (Zellner, et.al. 2012). Fine-grained analysis of video footage captures meeting activity for groundwater planning in Northeast Illinois, allowing us to systematically analyze how participants used the progression of models to comprehend environmental effects of behavioral and policy interactions.

Simple models allowed participants to craft increasingly concrete and rich planning solutions, even if such representations were highly stylized. Participants' request for increasing realism and geographic relevance, however, distracted attention from an understanding of complexity and its implications for planning options. These experienced planning actors resisted simulation results and turned to familiar planning conventions, short-term hydrological model estimates and popular policy expectation to guide their judgments about groundwater depletion and future plans. Klosterman (2012) reminds us of the tension between simple and complex (i.e. complicated) models and their planning implications. Instead of presuming that environmental planning need adopt increasingly more complicated agent-based models, we now anticipate deploying stylized models like Schelling's (1978) segregation model or Wilensky's (1997) traffic jam model as part of a participatory modeling and planning process. We will design different combinations of agent-based models and the protocols for participatory simulation to examine how they support collaborative environmental planning. Questions will focus on the learning impact of computer interfaces, the efficacy of visual simulation for collaborative learning, and change in the comprehension of complex environmental interaction and its relevance for plan making.

SESSION 6-16 Caught in Between Local and Global: Entrepreneurial Government

New Cities' space Development Led by China's Entrepreneurial Local Governments: The Example of Wujin

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Keywords: Governance; Governments' entrepreneurialism; New city; Space development

Since reform and opening-up, China has experienced a progressive transition in society, economy, and politics. During the transition, the most important reforms are the marketing reform and decentralization reform. Meanwhile, China also has been more active in participating globalization. Under this background, the target of China's local governments has gradually changed from maximizing social welfare to maximizing their own interests, which is called the local governments' entrepreneurialism. Since about ten years ago, with the acceleration of urbanization in China, more and more new cities have been built. Local governments' entrepreneurialism has been greatly affecting the development process of new cities, as China's local governments are in charge of the development of new cities. The effect has reflected markedly on urban space. This paper proposed an assumption on how the local governments' action had affected new cities' urban space and how their entrepreneurialism had impacted this process. The main point was that local governments had acted as the suppliers of public goods of new cities and had shaped urban space by applying their power in using social resources.

Then the research carried out an empirical study by taking Wujin-a new city in the Yangtze River Delta as example. Wujin was used as example because its urban developing model had showed some typical characteristics of the local governments' entrepreneurialism. The methodology adopted in the paper included observation and interview. The interviewees consist of the mayor of Wujin, chiefs of each town, directors of eight plate management committees and heads of relevant government departments as well as some important companies. The research came to a conclusion that local governments' entrepreneurialism was conducive to the introduction of market capital, so that local governments had sufficient funds to construct new cities. Due to this, new cities' space framework opened quickly, and the space-constructing efficiency had been improved greatly. However, local governments' entrepreneurialism had also brought many problems to new cities. For example, local governments' seeking for short-term interest resulted in irrationally rapid space-expansion, disordered urban space and fuzzy urban structure. This paper provided a perspective of local governments' entrepreneurialism in understanding the space development of new cities, hoping to offer some reference for new cities' planning and construction.

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Agenda 21 and Sustainable Development Opposition in the United States

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Keywords: tea party, agenda 21, sustainable development, property rights

The Tea Party exploded on the national scene in 2008 with President Barack Obama's election and scholarly research to date focuses on its role in national political debates and elections. However, Tea Party members, property rights advocates and others have turned attention to sustainability city planning issues with fierce opposition, particularly to the United Nation's 1992 document called "Agenda 21: the Rio Declaration on Development and Environment" and impacts of climate change. Meanwhile Agenda 21 is favorably considered in Europe and other countries.

This counter-narrative suggests that the U.N. seeks to restrict individual property rights on how citizens may develop land and live. U. N. concerns about American sovereignty and control are not new nor are ideas of "one world government" domination (Postel 2012).

This research tracks this opposition's emergence through the introduction and sometimes adoption of in 12 states of legislation that aims to restrict Agenda 21 practices. We also examine recent opposition to city memberships to ICLEI Local Governments for Sustainability (International Council for Local Environmental Initiatives), a non-profit organization often perceived and connected to Agenda 21 criticisms. These two efforts seek to challenge today's prevailing paradigm of sustainability, public participation, and worldview of many planners, scholars and others (Chapin 2012).

Our research is based on content analysis of key documents and online sources, participant observation in a regional process in the San Francisco Bay Area, and in-depth interviews with key stakeholders across the U.S. We also present summary statistics and regression analysis results revealing patterns and relationships between key socio-demographic and economic variables to states and local areas that have seen major opposition to Agenda 21. Finally, we consider what is new for planning practice and theory, research and education as well as probe differences between the United States and Europe on perceptions to Agenda 21 implementation.

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Agenda 21 and its Discontents: Is Sustainable Development a Global Imperative or Globalizing Conspiracy?

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Keywords: Sustainable development, Agenda 21, private property

In the United States, activists have been disrupting local planning commission meetings; promoting the adoption of local resolutions condemning sustainable development initiatives—especially those related to land use planning and regulation; promoting the enactment of state laws that would prohibit localities from adopting regulations advancing ‘certain’ sustainable development initiatives or working with ‘certain’ agencies promoting those initiatives; and in general decrying an alleged United Nations conspiracy advanced under the guise of the sustainable development movement. The crux of their collective arguments is that the U.N.’s Agenda 21 is nothing less than the actualization of a plot to globalize government for the purpose of controlling internationally the management of natural resources, undermining U.S. sovereignty, destroying constitutionally guaranteed private property rights, and eliminating the American way of life.

This paper systematically reviews and analyzes the merits of these detractors’ arguments. While there is no single, acknowledged group or leader making these claims, a handful of detractors and their corresponding organizations have arguably become a cohesive movement. Drawing from the web-disseminated writings and videos of several more prominent of these detractors, the paper organizes the key arguments they collectively propound, links those arguments where appropriate to parallel arguments that have been advanced by philosophers, lawyers, and scientists (e.g., Buchanan 2007, Epstein 1985), and then responds to those arguments, both on their own terms and with reference to opposing scholarship (e.g., Freyfogle 2007). Detractors’ arguments include some that are fallacious and conspiratorial, with no demonstrable merit; a number that are confused, with little logical merit; and several that are compelling and that deserve attention. These latter implicate timeless debates about relationships between private and public interests, relationships between the individual and the state, the nature of private property rights, and the legitimacy of governmental initiatives that are designed to address social and environmental imperatives but that also confront citizen’s and property owner’s reasonable expectations.

Detractors’ conspiracy arguments merit little credence, and their attempts to prohibit sustainable development in the name of opposing a global conspiracy should be firmly and confidently rebuked. Nonetheless, planning advocates—including especially those who are sustainable development and Agenda 21 advocates—need to acknowledge detractors’ right to protest. More importantly, planners should acknowledge and engage those protests as an important challenge to their own arguments and an opportunity to ensure that their advocated reforms are not only calculated to be effective but also reasonable and fair.

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Regional Water Management: The Architecture of Regional Governance and Planning of Water Management in Sao Paulo

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Keywords: regional governance, regional planning, water management

This article investigates issues of governance of water management in the region of Greater Sao Paulo, Brazil. It presents an overview of the challenges met by public administrators and planners regarding water management in a highly complex urbanized regional setting. The objective is to connect issues of governance and regional planning to issues of water management in order to

1. Catalogue issues of regional governance in surface water management
2. Review the literature on the theme and contrast it to a concrete case
3. Provide regional planners with guidelines for further study in areas connected to sustainability, territorial planning and resource management

Sao Paulo is a complex city region with a sophisticated water management culture, but vulnerable to severe flooding events because of its geography and ineffective surface water management. These flooding events affect mostly informal urbanization close to river beds. Informal urbanization also contribute for serious threats concerning the contamination of water supplies. The integration of regional spatial planning and water management is highly desirable, but policy-makers face challenges concerning the management of resources at the regional level.

The emergence of large urbanized regions around the world (also known as city regions, regional cities, or regional metropolises) presents new challenges in territorial management and planning. One of these challenges concerns the environmental sustainability of living environments and consequently, the management of resources and waste at the regional level. For sustainability to occur, it must occur simultaneously in each of the three dimensions' (Larsen, 2012). This is the framework we use to analyse the architecture of multilevel and network governance in surface water management in Greater Sao Paulo and to elaborate a critique of this architecture.

The results of this research concern the design of governance networks in surface water management at the regional level in Sao Paulo; an analysis of this architecture against the existing literature on network and regional governance and a commentary on the effectiveness of this architecture regarding sustainability issues.

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SESSION 6-3 Governance and Scale

Collaborative Planning for Resilience – what scale works?

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Keywords: regional resilience, scale, collaborative planning

Although resilience has become a meta-concept conveying slightly to vastly different meanings, one shared thread is the notion of a system's rebounding after a shock. For planners, this meaning intersects with another meta-concept, sustainability: arguably, a non-resilient social-ecological system cannot be sustainable. Both resilience and sustainability refer to physical and social spaces planners can address at different scales that are only partially a matter of choice. To some extent, a working scale at which we plan depends on, and should match, the scales of the systems we need to address – ecological, administrative, economic, etc. (Gunderson & Hollings, 2002). We explore here whether and how the spatial scale at which planners choose to work on fostering resilience and sustainability affects the feasibility and success of collaborative planning efforts.

We argue that genuinely collaborative planning, involving meaningful participation of a broad spectrum of stakeholders, occurs at contextually specific spatial scales (Kaufman, 2012). Some criteria for the "right" spatial scale we explore in the paper include: the match between administrative and other systems' boundaries, the participants' collaborative history and skills, the congruence of interests across the relevant geographic area, and process design resources.

We explore how scale affects the efficacy of collaborative planning for resilience and sustainability according to these criteria in the context of a specific project: the Northeast Ohio Sustainable Communities (NEOSC) Regional Policy Plan, an ongoing project involving 23 public and private entities convened to develop a regional policy plan for 12 Northeast Ohio counties. For the past several decades, Northeast Ohio has been buffeted by environmental and economic shocks, not least of which has been the economic downturn of 2008. One key planning dilemma is whether to aim for restoring the region to some previous state or help it to transform in order to adapt to current and future circumstances. We map stakeholders and direct participants, and examine the planning objectives, the decision process and outcomes so far. Our analytic focus on the spatial, administrative and organizational scales encompassed by the NEOSC project yields insights for collaborative planning practice that seeks to promote regional resilience. Results may shed light on whether in collaborative planning there are decreasing returns to scale.

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Shrinking Rural Areas in Japan: Community Ownership of Assets as a Development Potential?

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Keywords: Japan; rural areas; community resilience; asset-based community development

In the context of a decline in the overall national population, non-metropolitan areas in Japan are most severely affected by depopulation and demographic ageing. The fast-spreading “marginal settlement” (*genkaishūroku*) phenomenon refers to communities that have reached the limits of their manageability due to dramatic depopulation and where people aged 65 years or older make up more than half the total population. This challenge requires a fundamental shift in Japan’s policy response to trends of regional abandonment and collapse. Former development strategies based on the Mountain Village Promotion Act (*Sansonshinkōhō*, 1965) or the Emergency Act for the Improvement of Depopulated Areas (*Kasochiikitaishakukinkyūsochi-hō*, 1970) obviously failed and the government has to take into account new challenges such as globalization, social and demographic change.

The paper aims to analyse current and future economic and socio-demographic challenges facing shrinking regions in Japan, and to assess the development and institutional context of related government policies. It argues that local communities should abandon the expectation of externally induced revitalisation and concentrate on asset-based community development. Giving communities the opportunity to capture the gains from public goods (e.g. natural endowments like land, wind, water) as well as private assets could improve the prospects for local livelihoods and quality of life. Community ownership of assets can be an important means to facilitate local engagement, foster local place attachment and thereby strengthen rural community resilience.

Based on case studies, the paper provides some empirical evidence for this policy approach, which is a major challenge to state-society relations in a non-Western cultural context traditionally shaped from the top down. It requires local communities to become more independent from central government influence and to integrate the people into locally based development policy and planning processes.

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Planning with Self-empowered and Resilient Communities: A Case-Study of Cardwell, Australia

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Keywords: collaborative planning, resilience, natural hazards, adaptation

The management of common affairs has surpassed the domain of formal institutions of government giving emergence to more collaborative forms of governance. In the planning sector this has been greatly represented by collaborative planning approaches which involve greater engagement of stakeholders in both policy development and implementation. However, despite the rhetoric of collaborative planning, achieving on-the-ground effective collaboration is challenging. Additionally, collaborative approaches in the planning sector usually have a top-down character in which government agencies initiate and lead the process. This paper aims to contribute to this topic by focusing on a bottom-up collaborative planning initiative that was initiated and led by the Cardwell community in Australia.

In February 2011, category four tropical cyclone Yasi affected Cardwell causing widespread damage to this coastal location and its population. Nonetheless, this community began a distinctive recovery phase by initiating the preparation of a long-term strategy for its future independent of official planning processes of state and local governments.

In this paper, we identify what conditions were required for the success of this collaborative community self-improvement initiative. Based on empirical data collected through semi-structured interviews and multiple stakeholder workshops, we aim to: (i) describe essential steps of successful community self empowerment and initiative that lead to collaborative planning; and (ii) explore the critical attributes and networks that characterise self-initiated community action planning leading to improved community resilience and adaptation to natural hazards.

To this end, the paper is structured in three parts. In the first part, we present a literature review on resilient and self-empowered communities. In the second part, we describe the research methodology along with key findings. We conclude the paper by contrasting our findings with the literature to discuss the critical attributes found in this community in terms of self-empowerment and resilience that contributed to initiate and maintain a bottom-up collaborative planning initiative.

By Stealth or by Spotlight: Matching Adaptation Approaches to Implementation Barriers

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Keywords: climate adaptation; resilience; governance; local planning

This research compares empirical findings on barriers to the uptake of climate change adaptation (CCA) in smaller municipal governments to existing theories regarding CCA barriers and available implementation practices. Using these findings, we connect the different barriers to the implementation approach most likely to overcome that particular challenge, providing a politically sophisticated approach to achieving adaptation under conditions of limited resources and limited political will.

Planners in 20 coastal small cities and towns in Massachusetts, U.S.A., were interviewed regarding their efforts toward CCA and what approaches the planners are using, or think would be needed, to move forward on CCA. We use qualitative analysis to characterize the findings on barriers. The most commonly listed are lack of resources, challenges from public support, limitations in the planners' knowledge and climate information, lack of support from elected officials or state mandates, and opposition from property interests. These largely match what would be expected given previous research, including characterizations of endogenous and external economic and institutional contexts for the communities and the staff – with one major addition. In these municipalities coastal property is largely the province of the very wealthy. Overcoming landowners opposition to changing regulatory regimes is a very significant barrier to implementing, or even discussing, change. The results suggest that the existing frameworks, while quite helpful, need to better address the *real politic* of coastal land use planning.

Addressing CCA proves to be quite difficult for these smaller cities and towns, both because the absence of federal or state mandates means the towns have no officially-sanctioned climate projections or policy guidance to use in developing regulations and because staff and technical resources are scarce. Some of those who are moving forward are using stand-alone adaptation planning and mainstreaming approaches as the research and grey literature recommend. But a significant number are instead using what we call the 'stealth' approach, wherein policies with co-benefits are promoted with no discussion of adaptation benefits *per se*. This research points to the need to improve research connecting planning approaches to implementation barriers and the variety of ways, some quite entrepreneurial, that planners are attempting to manage CCA even in face of minimal political support or limited technical and staff resources.

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SESSION 6-17 The New Frontiers of Planning: Knowledge Building, Artistic Practice and Leadership

Planners as Knowledge Promoters: Dealing with Complexity through Knowledge Building

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Keywords: Planning, complexity thinking, knowledge building

This paper explores the use of knowledge theory and knowledge management principles in the planning processes, arguing that: [1] knowledge building in a context of complexity is an essential component in planning practice; [2] planners can act as knowledge promoters thereby benefiting not only the planning processes in the short-term but mainly creating human and intellectual capital that will be highly valuable in the long run.

The fact that we live in a highly interconnected world made us conscious of the complexity that characterizes the social-ecological systems that we are part of. Although many human made systems are only complicated, urban landscapes are truly complex systems (Healey, 2007; Price, 2004). This requires better understanding of the meaning of complexity and how this affects science construction and knowledge building. In a context of uncertainty and ignorance, different knowledge sources, types and approaches complement each other thus creating a closer insight of the problems and of the possible solutions (Richardson and Tate, 2010). Planning theory and practice benefit from the incorporation of concepts from other scientific areas (Shmueh et al., 2008) as this brings new insights and promotes innovation and evolution within the planning discipline. In a highly dynamic society, knowledge has become a valuable resource that has to be constantly created, converted and transformed along the learning path (Serrat, 2008).

Knowledge theory and knowledge management provide the framework in which the questions of "why" and "how", "knowledge" and "knowing" are equated (Schneider, 2007) and in which the knowledge value chain is built (Shin et al. (2001).

Planners have been portrayed in many different ways (Brooks, 2002). Either as technical experts, political activists or facilitators, planners can play a key role as knowledge promoters, as entities who take active steps in the formation, organization, or sharing of knowledge within the organization / working group. Nowadays world has grown in complexity and uncertainty. Governance formats have emerged in an attempt to respond to this. In planning, certainty of cleanly structured static plans is challenged due to the need for more dynamic alternatives. Planners and planning operate today in these contexts of changing paradigm requiring deep reflection. As knowledge promoters, planners can become pro-active agents of change as they thrive through a transition phase and need to re-think basic principles and search for adequate answers to an uncertain future.

Art as Participatory Planning? On the Border of Artistic Practice and Planning

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Keywords: participatory planning, public art, artistic practice, professional roles, legitimacy

Can art and artistic competence contribute to new ways of organise participatory planning processes? In Sweden, we today find an increased interest from as well artists as institutions for art practices in urban planning contexts. Many projects, driven by artists focus on empowerment of inhabitants in low-status areas. Similar projects are also promoted by municipalities, and even real estate companies, generally in connection to renewal projects. A state financed program is running 2010-2013 aiming to involve artists in planning and building processes. The focus is the design of public space, and the importance of involvement of inhabitants is stressed. (The National Public Art Council Sweden, 2013) Taken together, the tendencies relates to a search for new kind of communicative practices, collaborations and public participation, in line with the key concepts of communicative planning theories (for example Healey, 1997).

As Metzger (2011) state, the artistic licence can allow the artist to contribute to creating “strange space”, providing openings and a site for more open dialogues between stakeholders. The artistic practice make a questioning of taken-for-granted apprehensions and values possible, relying partly on the role of the artist as “the strange”, someone outside the formal system. But as Metzger also point out, this will only be possible in certain parts of a planning process.

Here a study of a project in the municipality of Sundbyberg, part of the state program mentioned above, is presented. The artist Kerstin Bergendal, with earlier experience from a long term project in Denmark - Roskilde Art plan (Doherty & O’Neill, 2011), lead 2011-12 a participatory art project, involving inhabitants, officials, politicians, housing- and construction companies. The background was an ongoing and controversial planning process in a housing area with low socio-economic status. The study raise question about what happens with the role of planners, artists and citizens? What are the preconditions for the cooperation between planners and artists? Can democracy and transparency be safeguarded in an art project? What about the legitimacy of the formal planning processes?

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Social Capital and Urban Regeneration in Chinese Historic Quarters: A Case Study of the Muslim District in Xi'an

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Keywords: Social Capital, Urban Regeneration, Chinese Historic Quarters

Compared to the copious literature on urban redevelopment highlighting the downside of wholesale redevelopment in breaking up communities, there are only sporadic reports on place-specific communities with strong social capital succeeded in saving their lived spaces from being bull-dozed. Massive redevelopment and restructuring of the urban fabric has taken place in post-open door China. Top-down urban regeneration policies in Chinese historic cities are characterized by a bipolar approach: conservation of limited listed heritage buildings and massive redevelopment of traditional quarters. This paper, however, examines an extra-ordinary story of a community in the city of Xi'an in counteracting the implementation of a district redevelopment plan. By way of extensive face-to-face interview and questionnaire survey of key stakeholders, this paper explores how strong religious and ethnic social capital among the residents helps sustain the fights of their right to the place and eventually force the district government to incorporate the retention of the local indigenous residents' ways of living and doing business in the revised redevelopment plan. The paper concludes by showing how social capital at community level influences the decision-making of the regeneration plan and promotes the comprehensive urban regeneration strategies.

The work described in this paper concentrates on issues like participatory regeneration plan implementation and involving key stakeholders in decision making processes, and therefore is closely related to the theme of *Governance, Institutions and Civic Initiatives*.

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Place-based Leadership – New Possibilities for Planning?

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Keywords: leadership, inclusion, innovation, governance, planning

Study an example of bold and imaginative planning and you will encounter leadership – probably inspirational leadership. Planning practitioners understand this well enough. In contrast planning theorists seem to regard leadership as an intellectual ‘no go’ zone. Many planning theory books do not mention leadership at all. By drawing on new research on place-based leadership, this paper offers insights on how leadership theories might be drawn on to strengthen planning theory and practice. The paper opens with a discussion of key concepts: leadership, innovation, place, and inclusion. It distinguishes three realms of civic leadership - 1) political leadership, 2) managerial/professional leadership, and 3) community and business leadership – and outlines the relationships that can be developed between civic leadership and radical innovation. The paper then introduces the idea of an ‘Innovation Story’. This approach to documenting experiences with governance represents a way of focussing on the question: ‘How did they do it?’

Three Innovation Stories, drawn from different cities and countries, are then presented to illustrate how the exercise of local leadership can promote radical innovation in public services. These Innovation Stories relate to: 1) The High Line, New York City, USA – a newly created public space on a disused railway on the east side of Manhattan; 2) Reshaping public transport, Curitiba, Brazil – covering the introduction of the first Bus Rapid Transit (BRT) system in the world; and 3) The Family Life Project, Swindon, UK – involving a radical approach to working with families with extremely complex needs. These Innovation Stories have been chosen to illustrate a range of ways in which place-based leadership can have a positive impact on public service performance and, in a broader sense, the public realm in a city. Different kinds of civic leaders have been influential in each setting. A final section draws out a series of international lessons on the role of local leadership in fostering experimental behaviour and offers some reflections on the implications for planning and urban governance.

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SESSION 6-4 Challenges and Pitfalls in/for Strategic Planning

Strategic Spatial Planning's Role in Legitimizing Investments in Transport Infrastructure

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Keywords: strategic spatial planning, governance, implementation, infrastructure planning

This paper discusses to what extent spatial visions might play an important role in not only supporting, but also legitimizing the need for investments in transport infrastructures. Drawing on discussion of an 'infrastructure turn' in strategic spatial planning (Dodson 2009), this paper explores how the recently proposed vision of a *Loop City* for the Danish/Swedish Øresund Region has played an important role in legitimizing and building political support for a light railway connecting the outer suburbs of Copenhagen. It is not unusual for large investments in new transport infrastructures to be a key part of spatial visions. However, within the case of the cross-border *Loop City* vision, a specific light railway project in a local area is being framed as a key link and the main factor in the future competitiveness of the region. Drawing on interviews with key planners involved in the light railway and *Loop City* planning processes together with document analysis of background reports and analyses from the last 10-15 years, the paper investigates to what extent the vision of a *Loop City* has played an important role in legitimizing the need for a light railway in the outer suburbs of Copenhagen. Furthermore, the paper discusses to what extent the vision of a *Loop City* represents a 'moment of opportunity' (Healey 2006) for strengthening national spatial planning in Denmark, or whether the *Loop City* just conveniently unites a policy problem with a policy solution, which has existed for decades (Kingdon 2011). In conclusion, the paper suggests that the case of the *Loop City* potentially reveals a wider trend in strategic spatial planning, in which political lobbying for key infrastructure projects, rather than land use policies, becomes the focal point for preparation of strategic plans. Such a development raises a number of concerns about strategic spatial planning's potential for guiding future urban development.

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Building Adaptive Strategies as Transgressions of Knowledge Boundaries

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Keywords: socio-ecological crisis, knowledge integration, adaptive strategies

. Localised between hopes and criticisms, this paper intends to debate the transformative potentialities and challenges of the co-production of knowledge within strategy making episodes aimed at imagining urban and sustainable development futures. This paper asks: do co-production processes aimed at the integration of different knowledge and expertise favour or hamper the construction of more “sustainable” strategies capable to deal with turbulent futures? Why the co-production of knowledge through governance processes would have to enable to identify new and more resilient rules of coexistence between social and ecological systems? Finally, what are the theoretical flaws and challenges emerging from practices to the myth of integration intended as fundamental to co-production of resilient cities and regions?

To answer these questions, the paper begins with debating the dominant perspective on co-production of knowledge as an integrative process. In second part, following the Foucault's genealogy, the paper inquires into this topic from a quite underexplored angle. Instead of focusing on citizens inclusion as the utmost challenge to be faced to turn the ideal of coproduction of sustainable knowledge from theory to practice, it focuses on problems surrounding the citizens-experts-policy actors interface.

Drawing on the analysis of some cases of study, the paper shows that the mechanistic implementation of processes which prioritise co-production of knowledge in terms of integration and agreement over knowledge controversies overwrite the need to explore and critically interpret the complexity of human-nature relationships and identify new, non control and anthropocentric-centred strategies. Integrative processes risk of prioritising immediate pressing problems, local issues, and situated challenges thus abolishing the power that power has to produce change, innovation and resistance and subvert oppressive dynamics of dominion (or what Deleuze described as the interplay among smooth and striated lines at the base of transformation of social cartography).

The paper concludes by arguing that sustainable strategies are rather the result of a boundary work which emerges through spontaneous, informal practices of resistance and adaptation among different ways of knowing, exploring and interpreting the complexity of human-nature relationships. Within these processes knowledge controversies represent critical moments of transition enabling the emergence of micro-narratives of socio-environmental crisis allowing the transgressions of well-established knowledge boundaries and the emergence of fresh re-conceptualisations of environmental problems which trigger the construction of innovative, unexpected contingent adaptive strategies.

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Strategic Planning as the Intentional Production of a “Trading Zone”

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Keywords: strategic planning, trading zone, boundary strategy, post-metropolitan condition

The paper is an attempt to use the concept of Trading Zone, as elaborated by Peter Galison in the field and sociology of science, to indicate new opportunities to foster innovation beyond the illusion of conquering a general consensus about values and objectives.

Peter Galison has defined “trading zones” as those infrastructures and those concepts which function as “exchangers” for dialogues between different sub-cultures. He shows through empirical observation of how innovations in science occurred historically – ranging from physics to nanotechnologies – how these give rise to concrete spaces or conceptual spaces where scientists belonging to different disciplinary fields are obliged to find simplified and intermediate languages to be able to work together. It is from this essential communication, which requires partial agreements, that innovations are born.

A trading zone is a platform where highly elaborate and complex questions can be transformed into “thin descriptions” (as opposed to “thick descriptions”), with the objective of exchanging information in a specific local context.

What had attracted Galison right from the start of his research into scientific innovation was the capacity to build co-ordinated forms of mutual interaction, despite a limited capacity on the part of each group to understand the conceptions, the methodologies and the objectives of the others. He makes reference to the pidgin language of immigrants to explain the concept. It is a simplified language which allows communication and which in colonisation contexts may evolve into a more complex creole language.

“In colonised societies, artificial *pidgin* languages have been generated between the very different parent languages of the immigrants and the indigenous people, as localised linguistic practices of trade – some of which may have later “naturalised” into full-blown languages, *creoles*”. (Galison, 1997, pp. 673-674.)

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Does Strategic Spatial Planning Deal with Issues that Really Matter and Does It Ask the Right Questions?

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Keywords: Strategic planning, planning logics, normative

A growing literature and an increasing number of practices, all over the world, seem to suggest that strategic spatial planning may be looked upon as a possible approach able to cope with the challenges cities, city-regions, regions are faced with. But at the same time critical comments and reactions are raised on the theory and the practices of strategic spatial planning.

Critics argue that the results of strategic planning, in terms of improvement of the quality of places, have been modest. They also question the conditions under which visions would materialize, the lack of concern about the path dependency of the resources; a too sequential view of the relationships between visioning, action, structure, institutions and discourse. Others blame the normative direction of strategic spatial planning and its weakness in theoretical underpinnings or are concerned about the legitimating of strategic spatial planning processes and consequently of the role of planners and that this role moves beyond traditional competences of spatial planning. Beyond these critiques one has to acknowledge that strategic planning is blamed for its economic bias, its reference to the military and the business world. Besides there is a persistent call to conceive a (strategic) planning theory and practice able to cope with realities of south-east regions in the world and open to embrace experiences/practices from developing countries.

The purpose of the paper is twofold: first to respond (partly) to the critics by focusing on the added value of strategic planning as a complement to statutory planning and second to deal with a main challenge strategic planning is facing: the challenge to deal with different logics. The paper relies on a selective review of critical planning literature and the authors' experience in practice.

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SESSION 6-18 Governance for Sustainable Development

Cultural Heritage Governance: Adaptation to a More Sustainable Urban Planning: Case-studies from two Norwegian cities

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Key-words: Cultural heritage, urban planning, governance, water management

Over the past decades increasing urbanization have created more pressure - not only on the suburban outskirts - but also in the inner core of the cities and historic city centers, where for instance new developments are replacing old buildings. This redevelopment is part of a planned renewal, but at the same time it may direct attention to how historic buildings and archaeological deposits in the inner city should be protected. Often, it's not enough to protect the building site itself: new developments outside a specific protected area can lead to serious changes in groundwater level, and cause serious damage to heritage buildings and archaeological deposits. Our study highlights how authorities in the two largest cities in Norway – Oslo and Bergen - deal with this kind of problems.

Recent works have indicated that to be successful, strategies for sustainable development require a multi-level governance framework (see for instance Tompkins and Adger 2005). This will probably require integration across different scales of management as well as sectors (Hovik et al 2009, Nordahl et al 2009, and Harvold et al 2010).

In our paper we discuss how different actors contribute to the planning process. Our conclusion is that there is a need to move away from “traditional planning”, not least when it comes to protecting culture heritage in the inner cities. More cooperation between different local government sectors are required in order to protect these interests.

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Space that We Share. Commons Solutions for Spatial Planning and Management?

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Keywords: commons, urban spaces, governance

Diverse approaches are constantly emerging to proceed with resilience of the urban environment. Theory of the Commons dealing with all that we share within our world provides valuable knowledge base for the challenged topic. Traditional research on commons is dealing mostly with natural resources, but new fields of commons research are emerging now and commons in the urban environment are one of them. Struggling to cope with management challenges of shared urban spaces, lessons from commons governance can thus be seen as a promising concept. Based on the existing case studies and own empirical research (CEE countries) we are illustrating possibilities for application of commons solutions in the context of shared urban spaces and even wider context of spatial planning. In this paper we are particularly focusing on similarities and unique features of traditional and urban commons, exploring the possible ways of implementation of the design principles identified as the corner stones of successful arrangements for governing commons into current practice of spatial planning and management. Approaching flexibility in planning and governance of the urban environment can be outlined as an asset of lessons from commons governance within spatial planning.

We are critically discussing validity of commons solutions while trying to bridge the disciplines of spatial planning and management and institutional economics represented by the commons research by clarifying terms towards the understandable common language.

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'Localism' and the Removal of the English Government Offices: Implications for Strategic Policy Integration and Sustainable Development

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Keywords: Strategic spatial planning; Policy integration; Government Offices for Regions; Duty to Cooperate; Local Enterprise Partnerships.

A key function of strategic spatial planning is policy integration in horizontal (inter-sectoral), vertical and inter-territorial aspects paving the path to sustainable development (Faludi, 2000). Drawing on ongoing research in the North West of England, and particularly focusing on the removal of the former Government Office (GO) for the North West (Pearce et al, 2008), this paper looks at the implications of the abolition of the 'regionalist' tier of governance institutions in England, since the election of the coalition government in 2010, on strategic policy integration and assesses the extent to which emerging 'localist' approaches such as local enterprise partnerships (LEPs) and a 'duty to cooperate' between local authorities may fill the void.

A systematic analysis of relevant planning policy documents and in-depth interviews with a wide range of stakeholders from the meta-regional (Northern England) through regional (North West) to sub-regional (Cumbria, Greater Manchester and Cheshire) and local layers of spatial governance has indicated that even local authorities, who were previously deemed to be most opposed to the GOs' supervisory and coordinative roles, often suggest political differences are now making the 'bigger than local' picture harder to address despite the introduction of new initiatives such as the 'duty to cooperate' and LEPs. Although some stakeholders were skeptical of the GOs' previous role alongside Regional Assemblies and Regional Development Agencies, they generally acknowledged its success in applying its authority to displace political and parochial differences in favour of policy integration between places and layers of governance and, most importantly, between housing, transport and employment policies.

Drawing on the experience of northern England in general and the North West specifically, it appears that removal of the GO has done more harm than good in terms of spatial policy integration and, subsequently, sustainable development. It would appear that the 'duty to cooperate' has not yet done much beyond forcing local authorities to document their negotiations with the specified bodies in the Localism Bill as there is no 'duty to agree' on contentious areas and the best scenario is often lowest common denominator solutions. Meanwhile the newly emerging LEPs remain confused about their strategic functions. Since the new institutional landscape is rather fragmented and confused, it seems that policy integration was more easily facilitated under the previous 'regionalist' approach by the presence of central government institutions at supra-local scales which had the teeth to overcome departmental and local differences, territorialize debates in Whitehall, and mobilize dialogue and partnership building.

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A Window on Sustainability. Integration of Environmental Interests in Urban Planning Through 'Decision Windows'

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Keywords: sustainable urban development, decision-making, network, environmental interests, decision windows

Sustainable urban development requires the integration of environmental interests in urban planning. Although various methods of environmental assessment have been developed, plan outcomes are often disappointing (e.g. Nykvist and Nilsson, 2009) due to the complex nature of the decision-making process in urban planning, which takes place in multiple arenas within multiple policy networks, involving diverse stakeholders (Van Bueren et al., 2003). We argue that the concept of 'decision windows' (Dalkmann and others, 2004) can structure this seemingly chaotic chain of interrelated decisions.

First, explicitly considering the dynamics of the decision-making process, we further conceptualized decision windows as moments in an intricate web of substantively connected deliberative processes where issues are reframed within a decision-making arena, and interests may be linked within and across arenas. Adopting this perspective in two case studies, we then explored how decision windows arise, which factors determine their effectiveness and how their occurrence can be influenced so as to arrive at more sustainable solutions. The cases are representative of complex inner-city redevelopment projects in Europe and elsewhere.

Our research empirically supports the original idea of Dalkmann and others (2004), that decision windows enhance environmental integration, which to date has not been widely tested. Moreover, our results demonstrate that decision windows may be manipulated.

We conclude that integration of environmental interests in complex urban plans is highly dependent on the ability of the professionals involved to recognize and manipulate decision windows.

Finally, discussing our results, we explore how decision windows may be opened.

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SESSION 6-5 Contextualized Cases on Strategic Planning

Between Innovation and Resistance: How does Strategic Spatial Planning balance Ecological Viability and Economic development?

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Keywords: strategic spatial planning, economic development, ecological viability

To meet the challenges of economic competitiveness and sustainable development, strategic spatial planning has been redefined by urban theorists as a collective effort to re-imagine a metropolis, giving way to the coordination of public policies and private actors' strategies (Healey, 1997; Albrechts, 2004). Significant reforms of the planning system have been carried out in several countries, including France. But how does it work in practice? Does the plan make the relationship between economic growth and the protection of the environment less antagonistic?

This paper addresses the contradictions between the dimensions of sustainable development of territories (Campbell, 1996), and how they are dealt within strategic planning exercises, evolving from traditional land-use planning. On the one hand, the forms of economic development at the city-region level make it more difficult for planners to anticipate and mitigate the economic demand for land. On the other hand, the reduction of environmental externalities caused by economic activities is still understudied by researchers in relation to the mass of work on urban sprawl.

It is assumed here that the issue of planning for economic development at the city-region level may produce local innovation, but also resistance, when trying to integrate environmental issues with the traditional goals of economic growth. This will be shown through a comparative analysis of four city-regions in the French context: Marseille-Aix-en-Provence, Nantes-Saint-Nazaire, Rennes and Tours. The research combines an analysis of the contents of planning documents, semi-structured interviews with planners, developers and councillors, and an analysis of several development projects. It appears that, in the French context, the quality of the inter-municipal cooperation has the greatest influence on an integrative approach to economic development.

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What's so Strategic about Australian Metropolitan Plans? The Case of Melbourne, Perth and Sydney

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Keywords: strategic planning, policy implementation, planning reform

There are a multitude of imperatives to which city planning must respond in an increasingly urbanised world. Many cities around the globe are faced with multiple challenges around growing populations, transport and logistical requirements, environmental imperatives and threats to social equity and cohesion. Planners must attempt to devise strategies that increase efficiencies, promote livability, embrace community concerns over change and offer environmental protection. The goals for strategic planning have never been larger and the expectations on planning to deliver have never seemed so immense. The Australian experience provides a useful demonstration of this growing agenda. Recent years have seen rapid growth in metropolitan plans for major Australian cities. These are generally intended to promote economic prosperity, manage growth, protect environmental sustainability and provide direction for future development in the face of rapid population growth and increased globalisation.

Simultaneously however, there are concerns within government and across the development industry in particular, that planning processes have become too cumbersome, lack certainty, add costs to development applications which stifle economic activity and exacerbate housing unaffordability. Responding to global economic and environmental challenges as well as local pressures and interests, various Australian state authorities have embarked upon ambitious planning reform agendas to amend their regulatory and assessment systems (Gurran, 2011; Ruming, 2011a; b; Searle & Bunker, 2010a; 2010b; Piracha, 2010). The common narrative and key objective of these reform agendas has been to 'cut red tape' (Ruming et al, 2012).

However, questions remain around the ability of these strategic plans to be implemented and for their stated objectives to be realised. This appears to be due to two key factors. First, strategic plans lack any statutory weight. There is evidence to suggest that strategic plans have little effect on development outcomes without statutory implementation (Goodman et al 2010). Second, planning reform agendas tend to be more focused on improving performance within the regulatory framework rather than trying to forge and improve the synergistic links between statutory planning *and* strategic planning.

This paper examines the nature and extent of an apparent policy disconnect between strategic planning and the regulatory system within three dynamic planning environments - Melbourne, Perth and Sydney, Australia – and considers the planning practice and outcome implications of this arrangement. These case studies will contribute to a more general understanding of the relationship between the two fundamental roles for planning.

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Strategy and Strategic Planning at Work: Meanings, Goals and Processes from (Embodied) Practice in Wales

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Keywords: strategy, planning practice, discourse analysis

Strategy' and 'Strategic' are words mentioned a dozen of times in different elements of the body of regulations and guidance constituting the Welsh planning system. Wales is one of the countries in Europe to have embraced strategic planning in the late 90s and early 00s with the adoption of the Wales Spatial Plan in 2004 (WAG, 2004). Strategy and strategic planning are also a topic that has been widely investigated and discussed academically from various angles in the past nearly two decades.

Looking at strategy 'as text and discursive practice' (Pälli et al, 2009), this paper seeks to a) illustrate how 'strategic work' (Healey, 2009:440) in 'ordinary' politics and practice of planning (as in Newman, 2008:1373) is seen, understood and conducted by professionals; and b) understand what variables are relevant in influencing meanings and practice as developed by these professionals. It is expected that findings will contribute, internationally, to the current academic debate and, locally, provide evidence for policy development in Wales as the Welsh Government is drafting its first completely independent planning bill after devolution of planning powers.

Wales, a relative small country with its own planning system is taken as an exploratory case study. The paper analyses data stemming from analysis of policy and archival research as well as semi structured open ended interviews conducted with thirty individuals, chosen amongst planners and public officers at various levels of administration busy 'defining', 'doing' or 'assessing' strategic planning in their daily job in different parts of the country. Critical discourse analysis is used to analyse data.

The study is ongoing but findings to date seem to suggest that a) meanings identified and conveyed by different interviewees differ, and not just in nuances, despite the common frame of a single planning system; b) policy, (local) precedents and (nationally and locally fixed) targets seem to have the main role in defining the nature, goals and procedure associated with 'strategic work'; c) academic literature seem to exercise little influence in and on practice.

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Strategic Planning and Land Use Planning Conflicts: The role of Statutory Authority

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Keywords: Statutory and non-statutory regional plans; housing targets; Australia

Objective: The paper demonstrates the importance that the degree of statutory authority invested in strategic plans has in influencing the level of strategic-land use planning conflicts.

Context: The paper compares strategic-land use planning conflicts in the SE Queensland and Sydney metro regions, located in different state planning systems. Australian metro strategic plans are blueprint-style plans produced by state governments, that notionally regulate local land use closely (Searle and Bunker, 2010). However the strategic plans for the two cities differ in their statutory authority, with greater such authority being associated with greater control and less conflict over local government regulation of land use, as exemplified by housing targets.

Central theme: The greater statutory authority of the SEQ regional plan compared to that of the Sydney metro plan has produced a greater acceptance by local government of regional plan housing targets. A subsidiary hypothesis is that local government acceptance of a statutory regional plan has also been the result of a different, more collaborative state-local regional planning process in SEQ (Gleeson, Dodson and Spiller, 2012) and of concomitant greater local involvement in regional plan preparation.

Methodology: Existing research findings by the author on strategic-local housing target conflicts in Sydney (Searle and Fillion, 2011) are compared with equivalent existing research for SEQ and supplemented by new interview findings from key state and local planners on the influence of the level of statutory authority in each case.

Expected outcomes: The paper will show that greater statutory authority of strategic plans can produce reduced land use conflict at the local level, but that this might require greater local collaboration in the production of strategic plans.

Relevance of the work to planning practice: Results will suggest that regional strategic objectives in a context such as Australia's can be achieved with reduced conflict with strategic plans that have both more statutory authority and more collaborative local government input.

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15 Years Of Strategic Planning in Italian Cities: Which Influences on Ordinary Spatial Planning and Planning Styles?

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Keywords: strategic planning, spatial planning, statutory planning, planning law

Almost fifteen years have passed since the first experiments of spatial planning have been launched in Italy; almost 70 since when the national planning law has been adopted, defining goals, objectives, forms of spatial planning. The last 30 years have been characterised by a large debate about the limits of the idea and interpretation of spatial planning provided by a law, which though considered old and to be changed already a few years after approval, is still ruling the field. Nevertheless since the middle of the 1990's some strong innovations have been introduced. Among them the regionalisation of legislative power and competences in the field and the introduction of new planning tools aiming at coping with the debated limits and pitfalls of fifty years of spatial planning. An important role in this debate has been played by experimentations of strategic planning, developed in the form of voluntary processes by some local administrations, with the help of different experts. After the first contraposition between statutory planning and strategic planning, which characterised the first period, strategic and statutory planning have essentially coexisted. The aim of this paper is to provide a reflection upon the effects of this coexistence and figure out to what extent and if strategic planning has informed somehow, directly and indirectly, statutory planning, introducing innovations in planning styles, as it aimed to, at least, at the beginning. The paper will reconstruct, through cases and literature, the results of this coexistence, looking in particular for elements able to produce a general reform which is still expected by many planners and scholars of planning in Italy, and that in the last government agenda has recently turned to be a task to be accomplished. On the background the challenges related to the 'smart cities' perspective and the economic crisis, but also the new debate on metropolitan governance, which could play a role in relaunching the debate.

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SESSION 6-6 Tensions between Strategic Planning and Statutory Planning

Legitimacy of the New Strategic Land Use Planning Instruments – Case Finland

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Keywords: land use planning, statutory planning, planning law, governance, democracy

In Finnish cities and regions, strategic approaches in land use planning have been developed by introducing different kinds of informal strategic land use plans (see e.g. Ache, 2011; Laitio & Majjala, 2010; Mäntysalo et.al., 2010). The strategic quality of land use planning has thus been searched from outside the statutory land use planning system, determined by the Finnish Land Use and Building Act. Similar development has also taken place elsewhere (see e.g. Fredriksson, 2011; Balducci, Fedeli & Pasqui, 2011; Haughton et al., 2010; Salet, 2006; Healey, 2007; Albrechts & Balducci, 2012). When strategic land use plans are prepared outside the statutory planning system, these processes also lack the legal guarantee for openness, fairness and accountability. T

his is a serious legitimacy problem. In the article, the problem is examined theoretically and conceptually by combining democracy- and governance-theoretical perspectives (e.g. Mouffe, 2000; Habermas, 1996; Gutman & Thompson, 1996; 2004; Young, 2000; Cohen, 1998; Judge, Stoker & Wolman, 1995; Cars et.al., 2002). With this framework, four different approaches to legitimacy are derived: accountability, inclusiveness, liberty and fairness. The article concludes that strategic land use planning must find balance between the four approaches to legitimacy. Concerning the political processes, this requires agonistic acknowledgement of different democracy models, excluding neither deliberative nor liberalist arguments. Concerning the administrative processes, it requires acknowledgement of the interdependence of statutory and informal planning instruments and the necessity of developing planning methods for their mutual complementarity – thus avoiding the detachment of informal strategic land use planning into a parallel planning “system”. In this respect, the article views critically the Finnish Ministry of the Environment’s recent guidelines for strategic land use planning (Laitio & Majjala, 2010), stating that the Ministry is ill-advised to suggest the possibility of informal strategic land use planning as unattached to the statutory planning system.

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Strategic Spatial Planning in Uncertainty: Respecting the Unexpected

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Keywords: strategic spatial planning, praxis methodology, certainty and uncertainty

. Even though individual practitioners would agree in theory that 'places are faced by problems and challenges that cannot be tackled and managed adequately with the old intellectual apparatus and mindset' (Albrechts, 2010: 4) – such as climate change, financial crises, social upheaval and political ruptures - it would appear that in practice, moves towards rethinking a more resilient form of strategic spatial planning, as a dynamic and complex adaptive set of processes marked by uncertainty, revert towards standardisation and predictability. This may be due as much to ontological conditions of cultural doxa and inertia - with planners clinging to clichés such as 'certainty' – as to the power of entrenched economically-oriented interests demanding guaranteed private property rights.

In this position paper on uncertainty and strategic spatial planning I offer a brief contextual introduction to strategic spatial planning, arguing that traditional procedures are unsuited to planning in conditions of uncertainty. I then offer a snapshot of literature which illustrates ways in which international planning practice has reacted and is reacting to uncertainty before moving on to review several theoretical responses to uncertainty. In arguing that strategic spatial planners 'abandon the fantasy of controlling the future while not abdicating the responsibility of preparing for a better future than the present' (Grosz, 2001: 149) I develop ideas as to how they might do so. I suggest that since planning in uncertainty is inevitable, a praxis methodology of strategic navigation may assist planners to plan more resiliently: to anticipate what might happen if... Working creatively with longer-term strategic visions, infrastructure plans and short-term, local area plans may offer both flexibility and adaptability/resilience over the lifetime of a strategic plan, yet some 'certainty' in the shorter term.

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Strategic Spatial Planning and Institutional Resilience: Theoretical Thoughts and some Empirical Devices

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Keywords: Strategic Spatial Planning, Resilience, Planning Culture

The theoretical debates about Strategic Spatial Planning (SSP) (Albrechts 2004, 2010; Balducci et. al. 2011; Cerrata et al. 2010; Oosterlynck et al., 2011), conjure up different aspects of a general approach combining a normative character (Newman 2008) with practice-based reflections. SSP approaches indicate new forms of planning which are based on strategic visions framing new forms of collective action and their capacity to move beyond silo approaches and administrative boundaries (planning as 'soft process' in 'soft spaces': Faludi, 2010; Allmendinger & Haughton 2009), and offer some similarities to the recent discussion on the emergence of new planning cultures across Europe (Sanyal 2005; Knieling & Othengrafen 2009).

However, macro dynamics such as climate change, demographic trends, globalization of the productive processes or energy supply are challenging regional structures and their policy approaches (ESPON, 2012). Because these challenges often are treated in sectorial ways, a clear spatial perspective with an integrative character regarding governance processes is missing. Moreover, such spatial challenges call for a certain capacity in dealing with complexity, while different planning traditions and cultures, either at national or regional level, have institutional obduracy. What does this mean in terms of challenges for the existing institutional contexts and planning cultures?

In this perspective, the recent debate developed around the concept of 'resilience' offers some interesting links, despite being 'in danger of becoming a vacuous buzzword' (Rose, 2007). Recent overviews (Davoudi 2012, 2013) have highlighted three distinct perspectives on resilience (engineering, ecological, and evolutionary) and in particular the latter indicates the idea that fostering resilience involves planning for not only recovery from shocks, but also cultivating preparedness, and seeking potential transformative opportunities which emerge from change, involving society and activating bottom-up processes. Similarities with the notion of coproduction in SSP (Albrechts, 2012) can be identified here.

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Plan in progress: A Critique of the Selective Coproduction of the Spatial Policy Plan for Flanders (Belgium)

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Keywords: strategic planning, coproduction, co-evolution, Flanders

In recent years, so-called coproductive, radical strategic planning has become a synonym for integrative and holistic public sector-led planning processes and the alleged integrating qualities of representative democracies. However, these views remain framed by the specific discourses, perspectives and path dependencies of governments, obstructing opportunities for radical reorientations as intended above. In this paper, we want to illustrate how these restrained views affect concrete planning practices through the specific case of the region of Flanders (Belgium).

For decades, the holistic model of the Dutch neighbours has largely inspired planning dynamics in Flanders (Belgium). As such, in 1997, most concerned Flemish authorities accepted the first overarching spatial policy plan for the region. Fifteen years later, however, original commitments have eroded and the original plan has largely lost its credibility. In 2011 a new process was launched, aiming to develop a new policy plan (the future Spatial Policy Plan for Flanders). However, this new process builds only limited support and credibility outside the select group of involved actors. We argue that today in Flanders the borrowed methodology of coproductive planning is insufficiently adapted to the institutional context and is therefore mainly delivering an aura of sustainability optimism to on-going policies, while a variety of spatial developments that are recognized as fundamental or problematic are omitted from the debate.

We show this by putting forward some major missing pieces, which are located in the policy fields of large road infrastructure development, “legacy” suburbanization, retail siting, and property taxation. We show that these issues are representative of a number of constraints that are imposed by separate policy levels (located at other ministries, at the federal level, or in neighbouring regions such as Brussels) although these are not accounted for by the current planning process, apart from a number of key issues that are kept deliberately outside the process after labelling these “already decided”.

Finally, we sketch some opportunities for improvement, consisting of developing a more contextualized process model, putting the stress on more concrete planning issues, involving independent stakeholders in strategic alliances, and taking a co-evolutionary approach from the start.

Strategic Planning, Implementation and Change

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At the AESOP Congress in Ankara in 2012 Louis Albrechts and Alessandro Balducci organized a round table concerning 'Strategic Planning' (Albrechts, Balducci, 2012). In my intervention (Balancing Strategic Planning and Institutional planning: an hypothesis) I argued that both forms of planning have totally different goals: strategic planning aiming at the transformation of reality in a qualitative way and in a certain intended direction and institutional planning (in most countries) based upon the creation of legal certainty and using land use plans as its main instrument. If so, the combination of both objectives into one instrument and approach seems impossible. Strategic planning as a transformative practice aiming at 'changing reality' is an activity and cannot be separated from implementation, from the realization of what is accepted at a certain moment by 'a community' as a 'common intended direction or becoming'. However when we analyze some so-called 'Strategic Plans' often the action orientation is missing and even not considered as an essential characteristic of strategic planning. Indeed sometimes strategic planning is seen as the development of a long term vision which can be used as a (legal) frame for actions of different actors. This is not my opinion. Permanent implementation is an intrinsic part of a strategic planning process in order to realize 'change' and there are some important success factors to create a direct relation between visioning, seen as a process to design a (dynamic) becoming, and action for change.

Valeria Monno reacted on Albrechts' and Balducci's paper by asking some questions about the meaning of change: 'what does change mean, which kind of change, change for whom, who decides about it, how to realize it and is strategic planning the only way for change, what is the role of planners in such a process'? In fact fundamental questions and I want to focus on them.

In order to illustrate the arguments for my answer I will use some cases with already a long planning history: a municipality which started a 'strategic structure planning process' in 1989 continuing it up to now, a small region reacting (1981-1985) against the unemployment of people and the physical degradation of the area and using strategic planning as a solution, a bigger city with also a long planning history(1968-...) and developing step by step a strategic approach, a port area located in three municipalities (1993-...) and a city in a developing country aiming at the development of a long term vision and an action plan (1993 -2001).

A conclusion will be that the willingness from different cooperating actors to transform reality, the creation of a movement in order to do so, the continuity of the effort and the capacity and skills of the actors are the main success factors. As such strategic planning depends of a favorable context and cannot 'replace' institutional planning.

SESSION 6-7 Planning at the Neighbourhood Scale

Universities in Networks of Innovation in Poor Neighborhoods: Challenges and Contradictions

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Keywords: Universities, Networks, Poor Neighborhoods, Small and Mid-size Cities

During the last three decades universities have become market actors playing a key role in the generation of basic and applied research while participating in “triple-helix systems” (Etzkowitz, 2008). Regulatory systems, in addition, have become more open to universities keeping the proceeds of such market activity (Wildavsky, 2010). In this regard, many large and mid-size research universities have become important global actors, with physical presence in multiple countries, and in key knowledge-based industries and health systems (Cheng, Howells & Ramlogan, 2008; Deiacco, Hughes & McKelvey, 2012). In developed economies, universities have become global magnets attracting the most talented students from emerging economies and global economic powers such as India and China. At the same time, along more traditional lines, universities offer general and professional education, extension services, and have become creative actors connecting with civil society through service-learning, dissemination of public knowledge, and the incorporation of marginalized populations. Networks are the medium for much of this expanded role in university activity, which driven by telecommunications technologies have rapidly evolved in interactive and cognitive sophistication (Graf, 2009). This paper is concerned with universities as anchors and leaders of various types of networks to advance processes of scientific, social and institutional innovation at multiple functional and geographic levels, but especially to address the problems of the poor neighborhoods of the small and midsize cities in which they are located, such as Yale in New Haven (CT), Johns Hopkins in Baltimore (MD), and UPenn in Philadelphia (PA), among others. Looking “outwardly, what are the challenges of universities in these networks of innovation, especially as they seek to reconcile their new market-driven functions with their mission-driven roles promoting social equity, educating citizens, and solving social problems in the small and mid-size cities in which they are located? Looking “inwardly” towards the university, what changes in curriculum and in the institutional infrastructure and governance of the university will be necessary to shape its activity in these hybrid networks of actors? The research will rely on a mixed methods approach combining quantitative and qualitative approaches, with an inductive strategy resting on the use of case-studies of several American universities.

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Is Small Really Beautiful? The Legitimacy of Neighbourhood Planning

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Keywords: Legitimacy, democracy, neighbourhood planning

Political legitimacy is a virtue of political institutions and the decisions that they make but, what does legitimacy really mean? Is it a descriptive concept (as Max Webber defines it) or is it a normative concept (as John Rawls defines it)? If it is a normative concept, how does it relate to political authority and political obligation? More importantly, how do we judge whether political institutions and their decisions are legitimate? Does political legitimacy demand democracy, and if it does, when are democratic decisions legitimate? Can political institutions and their decisions be considered as legitimate purely on the basis of the fairness of the decision-making process and the *procedures* followed [as advocated by deliberative accounts (e.g. Bohman, 1997)], or the quality of the outcomes produced and the *substantive* values realized [as advocated by for example democratic instrumentalism (e.g. Raz, 1995)], or both [as advocated by rational procedural accounts (e.g. Habermas, 1996)]? In this paper, we concur with normative understanding of legitimacy and consider it as the justification for political authority and obligation. We then draw on the three broad perspectives on democratic legitimacy, mentioned above, to critically examine the legitimacy of hyper-local planning institutions -and their decisions - that are emerging as part of the reform of the English planning systems and the formation of 'neighbourhood planning'.

The paper is based on the research undertaken for an ongoing European project, ESPON TANGO, with a particular focus on the case study of North Shields Fish Quay in the North East Region of England. Neighbourhood plans (NP) are a product of the 'localism' agenda in the UK and are an attempt to hand control of spatial planning to the lowest possible level. The NSFQ NP offers an interesting case study as it is required to demonstrate it is legitimate in terms of its process and procedure through a public examination by a planning inspector. If it passes that hurdle, the legitimacy of its outcome is also tested through a local referendum.

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Community Support Groups in Neighbourhood Planning in England

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Keywords: Community-led planning; support groups; England

Drawing on a study of the practical functions of a support group working with communities engaged in the production of 'parish plans' in southern England, this paper considers efforts to reconnect to the citizenry through the co-production of public policy and planning. It takes as its starting point, the argument that representative democracy and participative governance are diametrically opposed concepts [1], in need of bridging if states are to adequately address the 'strategic dilemmas integral to governing' [2] whilst tackling disenchantment with top-down government and responding to the diversity and complexity of aspiration in modern communities [3]. It begins by arguing that 'weak connectivity' between policy and place communities is the cause of considerable political tension in many industrialized nations before examining the role that independent support groups can play – principally as 'learning bridges' – in mediating between the strategic priorities of government and the needs and desires of a diverse citizenry. The empirical focus is a single support group working with public and private realm interests: *Action with Communities in Rural Kent* (ACRK).

The paper draws on in-depth interviews with staff members of ACRK, with members of ten parish groups who worked with or had been advised by ACRK, and with local government officers connecting to communities through the support group. The interviews are analyzed against the broader roles of groups / support functions identified in prior studies [4]. Its overall aim is to consider whether the independent support provides a means of overcoming weak connectivity and an effective mechanism for understanding and responding to the diversity of community needs. It is fundamentally concerned with "the the planning, design and management of public decision making processes in planning", through enhanced connection to communities and the co-production of decisions.

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Facilitating Civic Infrastructure: A Corollary to Civic Leadership

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Keywords: boundary spanning, wicked issues, reticulism, community planning

Leadership is increasingly identified as a prerequisite to effecting social action. Yet, leadership assumes different characteristics in practice and is shaped through different leadership domains. Hambleton and Howard (2012), for example, identify three distinct civic realms: elected / political leadership; community leadership; and professional / managerial leadership. Specifically, they highlight the potential afforded by innovation zones where fresh combinations of collaborative leadership may stimulate creative thinking, inviting working the spaces in between. In parallel, civic formation has been identified as a necessary building block to facilitating active civil engagement (Peel and Lloyd, 2007). Taken together, these normative agendas demand a new civic infrastructure to support contemporary governance ambitions and an associated need for boundary spanners.

Drawing on contrasting models of community planning in the devolved UK, this paper examines emerging ideas in neighbourhood governance as a way to illustrate the changing nature of professional roles, remits and skills sets. Specifically, it explores whether spatial planners may serve as the new reticulists.

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SESSION 6-8 Governance on the Margins

Democracy and Shadowy Places: Citizen Deliberation and Institutional Responses in Expert-Managed Systems

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Keywords: Deliberation, Government Reform, Planning, Institutional Innovation

There is a well-established literature on the case for citizen deliberation in planning but very little discussion of such processes within systems where democratic representation is constrained and the power of initiative lies with 'technical experts' or other public officials. Citizen deliberation has too often been identified with public meetings with communities effected by proposed planning decisions or forms of digital engagement rather than with structured or institutionalised forms of democratic deliberation in which representatives and citizens have a stronger and more dialogical relationship with both technical experts/public officials and their communities. A great deal of academic attention has focused on innovative practices that encourage and facilitate citizen participation and deliberation but very little theoretical research has been informed by the experience of elected representatives in local government systems where the role and powers of elected representatives are highly constrained and the competences of the local government systems themselves are limited.

This paper situates the debate about citizen deliberation and planning in the context of the recent collapse of Ireland's neo-corporatist social partnership model and the Irish Government's recently outlined proposals to reform local government systems¹. Some of the outlines of a new institutional architecture and model of citizen deliberation² can be dimly perceived and there remains a great deal of 'institutional space' in which to innovate. It is the 'institutional space', the transitional nature of the moment, the governance constraints on elected representatives, the limited range of competences of the local government system and the fiscal restrictions arising from the economic assistance programme agreed with the EU/ECB/IMF that give relevance to the Irish experience.

The paper contends that public policy facilitating the development of a model of robust and engaged citizen deliberation in spatial planning in Ireland remains a distinct possibility. However the existing constraints have significant implications for the design and implementation of citizen-centred deliberative processes.

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The Paradox of Governance: The Constraining Project Architecture of the Westflank Haarlemmermeer, The Netherlands

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Key words: urban development projects, project architecture, planning and law, contextualisation of legal rules, project management

Large-scale urban development projects are realised in a context of complex legal rules, policy constraints, conflicting interests and natural conditions that all set limits to what is possible. Furthermore, this leads to increased uncertainty, which demands more flexible forms of collective action. Networked governance is often portrayed as an alternative mode of collective action that is better capable of dealing with challenges associated with this complexity than traditional modes of governing (HAJER 2009). According to much of the governance literature the ability of urban development projects to adapt through time and to local circumstances is often hampered by regulations that are top-down bestowed on regional and local actors by national and EU-actors. This is labelled the problem of contextualisation (Van Rijswick and Salet, 2012). While top-down regulations do create complicated restrictions to projects, this paper shows that also – or even more so – network governance itself creates conditions of inflexibility. In its ambition to integrate a wide variety of interests and to involve a range of actors, governance can in fact create the conditions of inflexibility for which it claims to be a solution.

The paper is based on an in depth case-study of the Westflank Haarlemmermeer, which is a large-scale development project led by the Province of North-Holland in the Amsterdam Metropolitan Area. The objectives were negotiated between a range of stakeholders (10,000 dwellings, 900 hectares green infrastructure, retention and a detention pond of 1 and 2 million cubic metres respectively and a state of the art public transport system). The area is subject to many constraints, because it is in the vicinity of Schiphol airport and it is a low lying polder that provides natural constraints. When the national government projected a new high voltage power line across the project area, the project, with its strict quantitative ambitions and carefully negotiated balance of interests, lacked the flexibility to adapt to this new reality.

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Territorial Pact as Tool of Effective Governance in the Poor Regions

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Keywords: territorial pact, governance, region

The main objective of this paper is to identify a suitable type of governance in a poor region. The governance practice for the poor regions shows a strong commitment of the regional and governmental hierarchical structures.

The EU 2020 Strategy, even if it doesn't have as direct target elements of regional development and governance, it aims indirectly at elements that can solve the problems of poor regions: smart growth (through an effective use of perennial values), inclusive growth (by growing employability in the rural areas) and sustainable growth. Military governance with a network of territorial pacts might become an efficient one. A pact to support the regional governance might be created; one that regulates the socio-economic processes. The territorial pact can be seen as a part of the integrated development model at a regional and local scale, sustaining the endogenous development.

The main working hypothesis is that a poor region can record progress if it uses the territorial pact as tool to manage the development process.

The research methodology includes clarification of the main concepts (territorial pact, territorial network, government and governance), the use of the appropriate research methods (interviews and questionnaires, statistical analysis of responses), and the settlement of the main steps in proving the utility of the territorial pacts. The case study will be focused on Călăraşi County, one of the poorest areas in Romania.

The main results obtained from this research will be materialised into a correct definition of the governance within a poor region. The study will have a double relevance: a practical one offered by the Ministry of Regional Development and Public Administration to test the viability of pact types and the second one with direct effects on the specific education. It is about an education for professionals' in territorial planning to take in consideration the role of the territorial pacts, but also to introduce some notions linked to the definition and the use potential of the territorial pact in the study programs..

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The Changing Rural Governance in Peri-urban China: A Tale of Three Villages in Chengdu

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Keywords: rural governance, peri-urbanization, property rights, Chengdu, China

China's dramatic urbanization has received significant academic attention in recent years. In particular, scholars have focused on changes in urban governance in the context of the nation's market reforms; including, for instance, the reform of the urban land use system (Wu, 2002). With China's population now evenly split between urban and rural areas, peri-urban growth has become an increasingly dynamic aspect of the nation's urbanization. Nevertheless, rural and peri-urban governance has been relatively under-studied (Po, 2011). This paper seeks to address this gap by investigating how rural governance has been reshaped by China's market reforms.

The paper explores three village case studies (Zhanqi, Hemin, and Chenba) in the municipality of Chengdu, which has been chosen as a model for the national policy of "coordinated urban-rural development". This policy regime, which includes the clarification of land use rights and the decentralization of decision-making power, has rapidly accelerated the implementation of market reforms in the municipality's rural areas. In response to these reforms, each of the three villages has pursued a distinct governance strategy.

The paper thus pursues a structured comparison between the three villages in order to analyze how and why a common policy regime has resulted in a diversity of rural governance strategies. Following the governance typology proposed by Nuisl and Heinrichs (2011), the paper divides the villages into three governance types: (1) entrepreneurial, (2) pro-growth, and (3) welfare-oriented. The paper then argues that this variation is the result of path-dependence primarily determined by three pre-existing variables: (1) propinquity to the urban center, (2) stage of economic development, and (3) village leadership. By developing a better understanding of how these variables condition the implementation of rural market reforms, the paper seeks to improve future planning efforts in rural and peri-urban China.

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SESSION 6-9 Community Action, Capacity and Assessment

Examining the Ineffectiveness of Comprehensive Community Initiatives: Developing a Framework for Community Engagement and Capacity Building

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Keywords: community development, comprehensive community initiatives, community capacity, community engagement, agency

Historically vulnerable communities have been adversely impacted by macro social, political, and economic factors (Wilson, Hutson, Mujahid, 2008). As a result, a number of *place-based* comprehensive community initiatives (CCIs) have attempted to revitalize vulnerable communities and increase community capacity (Kubisch, Auspos, Brown, and Dewar, 2010; Torjman and Leviten-Reid, 2003). Often led by philanthropic organizations, CCIs emerged in the 1990s in response to the ineffective and changing role of government (Torjman and Leviten-Reid, 2003). CCIs work to promote community development through a number of strategies such as creating a comprehensive plan; engaging community actors; and developing a structure for implementing the plan (Kubisch, Auspos, Brown, and Dewar, 2010). Moreover, rather than addressing a single issue such as homelessness, unemployment, juvenile delinquency and so forth, CCIs are more comprehensive (Torjman and Leviten-Reid, 2003)

Although many philanthropic institutions have contributed millions of dollars to support CCIs, many fall short of their goals. This paper sets out to understand how CCIs operate and function. Based a systematic review of the literature on CCIs, in-depth interviews, and a case study analysis of The California Endowment's place-based Building Healthy Communities Initiative, we argue that a new framework for engaging community residents and building community capacity is needed that enables them to be active participants in the initiative process and have the agency to bring about positive changes in their communities. To accomplish this CCIs must: (1) Build and enhance trust with local residents and fulfill commitments; (2) Build and support grassroots leadership; (3) Share power through the decision-making process; (4) Be realistic in scope and commit to long-term investment; and (5) Develop indicators, outcomes, and an evaluative process.

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Collaboration, Institutional Capacity and Transformation of Planning Culture: The Experience of Collaborative Community Building Practices in Korea

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Keywords: community building, collaboration, and institutional capacity

In the tradition of community development, the emphasis on economic development has resulted in less consideration of the social aspect of community (e.g. qualities of life, sense of community). Although growing attention has increasingly been given to the role of community development corporations (CDCs) to enhance community capacity, it is hard to find researches that examine how such community development can make synergetic influences with public participation and collaborative efforts with other sectors. In this gap, collaborative planning approaches may provide a desirable space in which collective identification and visioning of community are deliberatively discussed and co-constructed by reiterative feedback, as well as where community building efforts can be coordinated by involving multi-sectoral actors in localities. Specifically, a growing disillusionment of modernist thinking and technocratic planning and policy in Korea has called for collaborative approaches, expecting to generate new relationships, trust, and mutual understanding to produce high quality agreements and collective capacity.

This study examines three community building practices in Korea: Sihwa-Munhwa community building, Samdeockdong community building, and Bupyeong cultural street building. Striving for residents' autonomy, building a sense of community, and resolving conflict through transformation of relationship, the three cases have formed collaborative governance, and successfully developed community building movements. Based on field interviews, observations, and secondary data, the study shows that how collaborative planning processes produce enhanced institutional capacity and improved environmental conditions. Specifically, a comparative analysis of different collaborative forms (e.g. grassroots-driven and government-driven community initiatives) identifies how these collaborative governances work similarly or differently, suggesting what factors should be further considered and what roles are expected for different stakeholders to make synergetic collaborative efforts. Ultimately, this study discusses the instrumental and transformational role of the collaborative community building movement, which may transform the planning system and culture in Korea in the long run.

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Giving Voice to Community Aspirations for Public Transport: The Role of community engagement and research advocacy in Perth, Western Australia.

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Keywords: community engagement, research advocacy, transport planning.

Planning literature has long espoused the need for Planners to meaningfully engage with the community for whom they plan. However the level of genuine commitment to deliberative or collaborative planning by governments and planners has often been questioned. Planning legislation in most developed countries requires planning agencies to follow statutory community consultation processes. This, in practice, often results in planners drawing up new policies/ plans before releasing a draft plan for public comment for a mandatory, stipulated period. Following this, the draft plan may be revised in light of comments received. This way of planning is commonly referred to as the 'release and defend' model of planning and community engagement. While the 'release and defend' model is commonly adopted, it is clearly a wasteful model. It is contended that the model is widely employed by planning agencies because of their general lack of confidence in dealing extensively with community which is imagined as working with dispersed community opinion, outlandish community demands and unrealistic and unreasonable community expectations.

To turn the 'release and defend' model on its head, it is suggested that planning should begin with a genuine engagement of the citizenry. Such engagement should capture the communities' needs and aspirations before building a plan/policy, so that it can reflect those desires.

This paper will report on a research advocacy initiative undertaken jointly by Perth's East Metropolitan Regional Council and Curtin University along those lines. The project sought to engage in extensive community consultation related to planning for public transport provision in the underserved region. In 2010 the authors undertook the task of capturing the aspirations of the region's residents for public transport services. The core of this project consisted of a series of eight community forums held across six local government areas comprising the study region, designed to discuss the shaping of future public transport routes. This paper will report on the experience of undertaking the community forums including the design of the forums, logistics, the political landscape, use of the local media and the role of the research in advocating for public transport provision. Finally, the paper reflects on whether the community aspirations are realistic given the economic and technical limitations of implementing such large-scale infrastructure in a low-density sprawling region.

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New York's High Line: Definitely Not Lost in Translation

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Keywords: Plan Implementation, High Line, Actor Network Theory

Successful implementation of plans and planning goals increasingly requires efforts by complex arrays of stakeholders across many sectors. Actor Network Theory (ANT) provides a valuable lens for analyzing and understanding this work. The work of the Friends of the High Line (FHL), in sparking the reinvention of a once abandoned railway as the acclaimed High Line linear park, makes a useful vehicle for this analysis. The case recognizes the High Line as an implementation success and focuses on enrolment activities used by FHL to attract other interests to support implementation.

Perhaps most compellingly, ANT illuminates relationships among multiple stakeholders or actors through objects created and used as storehouses for the relationships (Beauregard, 2012). ANT also sees such objects as actors in their own right. For, while objects are shaped by relationships, objects can then in turn re-shape those relationships. As objects reflect, create and maintain ties between and among actors, they "allow power to last longer and expand further" (Latour: 70). Complementary concepts of translation (Yanow, 2000) and framing (Snow and Benford, 2000; see also Shmueli *et al*, 2006) shed further insights on how stakeholder relationships needed for implementation can flourish or fail.

In the High Line case, FHL used the High Line as an object strategically, drawing upon three of its qualities (novelty, continuity and obligation) to then enrol other actors whose resources helped FHL eventually convince the City of New York and the Surface Transportation Board to retain and re-envision the High Line. Planners may feel uncomfortable using objects to channel power, deeming it too political. Yet the analysis suggests planners might do well to better understand and delineate appropriate roles for themselves in the enrolment process.

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SESSION 6-10 Community Action Evaluation, Measurement and Indicators

Measuring U.S. Sustainable Urban Development

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Keywords: urban indicators, performance measurement, livability, sustainability

On June 16, 2009, the U.S. Department of Housing and Urban Development (HUD), U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA) joined together to help communities nationwide improve access to affordable housing, increase transportation options, and lower transportation costs while protecting the environment. The Partnership for Sustainable Communities (PSC) works to coordinate federal housing, transportation, water, and other infrastructure investments to make neighborhoods more prosperous, allow people to live closer to jobs, save households time and money, and reduce pollution. A central objective of the effort is to help communities balance various goals and determine the most effective and efficient use of their resources in accomplishing them. Performance measurement is a prerequisite for this process.

Numerous projects and initiatives have attempted to provide indicators and guidance for measuring sustainable practices and outcomes, but to date they have not been synthesized in a coherent, accessible way. The objective of the PSC-PennIUR collaboration is to create a Sustainable Communities Indicator Catalog (SCIC) and an accompanying guidebook. Together, they will detail a wide range of performance metrics that can be used to evaluate progress towards sustainable community objectives. The SCIC will be designed to be available as an online web tool located on SustainableCommunities.gov. The guidebook will clearly the concept of sustainable community, emphasize the importance of measuring performance, and explain how indicators can be used to measure progress towards sustainable community goals and objectives.

The SCIC Project builds upon several well-documented efforts by DOT, HUD, and EPA to catalog, evaluate, and field-test indicators associated with livability and sustainable community planning. Instead of developing new indicators, the PennIUR Team is collecting, organizing, and augmenting existing measures for integration into a highly interactive web tool that efficiently connects users to measures and relevant measurement resources. Notably, sustainable community indicators are as many and as varied as definitions of "sustainable." This project is oriented toward the built environment and employs an operational definition of sustainable communities as "those that support equity, community, environmental quality, and economic resilience by providing efficient land use and a variety of healthy, safe, and affordable housing and transportation options." Metrics included in the catalog relate to how the built environment impacts sustainable communities through these means. This paper outlines the efforts to date, their applicability to different urban areas and contexts, and the methodological considerations involved in building a catalog of sustainability and livability.

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A Just Assessment of the Everyday Landscape as a Basis for Planning of Infrastructure

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Key words: Landscape analysis, participation, inclusion, urban fringe, ELC

The European Landscape convention (ELC) recognizes landscape as a basis for people's identity (CoE Article 5a), and people identify with and value landscape according to their experiences and the narratives attached to it (Stephenson, 2008). Building on Castells's thesis of the 'information age' it has been noted that that conflict and tension heighten as the diversity of values increases (Healey, 1996). In reference to this the ELC calls for procedures for "... the participation of the general public..." (CoE, 2000, Article 5.c). Participation of the concerned public in landscape issues is further viewed as a possibility to develop democracy, tackling conflict and provide social justice (Jones 2007). To reach this it is seen that there is a need to recognize the diversity of issues and provide all knowledgeable individuals the opportunity for participation on the same even playing field (Healey, 1996).

In cases of development of infrastructure in the urban fringe, landscape values of adjacent neighborhoods tend to be at risk. The operational goal of this study was to construct a just and inclusive method for the participation of the concerned public in assessment of their everyday landscape. This had to be holistic and based on people's experiences but also be adaptable to a process of planning according to the law. The article describes the tool, the test we made and how the results can be used in landscape analysis. The basic idea was to make it easy and not too demanding for participants. We used the strategy to catch people in place where they came for other reasons and only ask a little of their time and efforts. Categorized values (attached to practice and perception) were chosen and marked on maps, and the patterns were analyzed and presented to a focus group for feedback. The participation resulted in a substantial contribution to the definition and description of landscape character areas in a landscape character assessment (LCA).

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A Little Less Conversation, a Little More Action: A Structural-Functional Approach to Evaluating The Health of Governance Systems

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Keywords: governance, structural-functionalism, systemic evaluation

Governance systems involve non-hierarchical networks of institutions and stakeholders with evolving interdependencies and independence within a common set of societal or legislative rules (Ostrom, 2012). Governance systems have been discussed across numerous disciplines including public administration, political science, business, and economics. However, despite the rich theory surrounding governance systems and what constitutes 'good' governance, there have been limited attempts to assess the overall health or functionality of governance systems. Current governance evaluation frameworks are disjointed and are poorly integrated into existing institutional processes. Moreover, many of the frameworks attempt to evaluate the system as a whole and its influences, but inevitably involve a structure-specific, program-focused evaluation, resulting in a generally inadequate indication of the health of the governance system. This paper presents a new method for analyzing governance system health using a systemic approach. It uses a structural-functional perspective that looks at the governance system as a whole and analyses the strengths and weaknesses of relationships (i.e. functions) between the structural elements of the governance system. The proposed framework draws on the strengths and acknowledges the weaknesses of existing models. This work is significant because it advocates a systemic approach to understanding governance that combines the sociological theory of structural-functionalism with governance theory.

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Collaborative Assessment of Planning Methods and Tools for Coastal Areas

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Keywords: collaborative assessment, planning methods, coastal areas

Coastal areas are complex and highly dynamic systems hosting a range of, often differing and/or conflicting, interests (economic, ecological, cultural, political, etc.) over their natural resources. Thus, building effective partnerships between the managing authorities and local communities to plan for use and occupation of these territories is a challenge.

Considering that collaboration is a process through which parties who see different aspects of a problem can constructively explore their differences and search for solutions that go beyond their own resources and their vision of what is possible (Gray, 1989) the gathering of local actors in a arena of discussion and knowledge sharing is assumed as an approach to build more integrated and flexible planning methods, making them increasingly accepted by different actors and adapted to local realities.

Developed under the project SECOA – Solutions for Environmental Contrasts in Coastal Areas (7th Framework Programme Collaborative Project n°: 244251 FP7-ENV.2009.2.1.5.1) the work described in this paper focus on the local actors meetings concerning the three Portuguese case-studies (Eastern Algarve, Funchal Urban Area, and Lisbon Metropolitan Area) and the preliminary results regarding the collaborative assessment of 1) the relevance and usefulness of the planning methods presented for each case of study, and 2) the way each method can help build scenarios for the future development of the coastal areas and conflict management.

The assessed methods are considered, within the project, as contributors to the whole picture or the “mosaic” of the project from which conclusions for further research can be derived and lessons learned for transfer and application of scientific knowledge in the practice of decision-making in coastal policy and resource management (Alpokay *et al.*, 2012).

The subjects presented in this paper include the methodology used, the selection of methods brought to discussion, the main topics addressed in the local actors meetings, and the process of collaboratively assessing the planning methods and tools more suitable for each case study, including how these connect to the interests and experience of the local actors, as well as a critical comparison and analysis of results for the three case studies.

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SESSION 6-11 Strategies for Planning, Development and Participation

Governance and Strategic Planning in Sardinia (Italy)

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Keywords: strategic planning effectiveness, governance, Sardinia

The old rules of planning and territory management are no longer appropriate to respond to a growing demand for settlement. The main reason is due to the new dimension of the issues and the complexity of interacting factors concerning the structure of cities and their areas of gravitation. In fact, the town planning codes do not respond to the dynamic nature of scenarios because they assume a "designed physicality" of the settlement even if the forecasts of demographic and economic development are oversized.

Strategic planning, however, gives way to representations based on forecasts: despite changing over the years, this data does not force the territory, except through implementation projects, to go through continuous adjustments in response to changing socio-economic factors.

However, strategic planning in the past few decades has become a constant and even a trend of local governments, especially in Italy. A political and technical debate is ongoing about the effectiveness of results, rather than about the method, procedures and organization, as it is difficult to contextualize the development of programmed steps with the time required for their implementation. It happens, that with the changing of political decision makers and with them also governance, the process of implementing plans, supported by a verification of targets, grinds to a halt. Consequently that same process is used to propose new models which contrast completely with what the previous decision-makers specifically developed through projects and funding and considered strategic for the future. This fluctuating and inconsistent behavior of the new policy makers in evaluating determinants and choices weakens the effectiveness of many approved projects. It is for this reason that it can even become improper to call planning "strategic" when, unless major changes occur in the socio-economic and territorial reference, it should aim to achieve a seamless activated process. These considerations are developed in this paper, which through examples of European strategic planning and management, it reports on the practice of strategic planning undertaken by the main towns in Sardinia (Italy), to define whether they are feasible formulas of governance with which to build and manage territorial scenarios in the long term.

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Governance of Large-Scale Urban Development Projects: The Case of Noordelijke IJ Oevers, Amsterdam

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Keywords: Governance, Urban Development Projects, Sustainability

The current international economic context has revealed the increasing “spatialization” of flows and transnational processes at the regional and metropolitan level and has brought their critical socio-economic, spatial and institutional consequences to the fore of the debate.

During the last decades large-scale Urban Development Projects have been consistently introduced by local, regional and national governments as instruments with exceptional potential to promote the economic and spatial development of contemporary cities. Many of these projects have relied on strong public and private partnerships and were thought to represent an opportunity to improve the position of cities and regions in the global stage, in terms of visibility, image and investment attraction.

However, after their implementation growing risks of social, spatial and institutional fragmentation and lack of sustainability have been frequently highlighted. Some authors support that such ‘flagship’ interventions designed to promote urban regeneration and development have almost invariably followed an excessively ‘top down’ or ‘blueprint’ planning approach. The outcomes have often been the rise of socially, economically and spatially segregated urban areas expressed in income inequalities, housing market disparities, spatial discontinuity in the fabric of the city, over investment in these flagship projects in detriment of investment in basic services, etc. Thus, one can find at the core of the present regulatory debate, the crucial role of governance, its actors (public and private sectors and civil society) and public policies in addressing urban cohesion and sustainability.

The present paper is part of a doctoral research project in which the role of governance and the architecture of governance networks (with its actors and strategies), in the implementation of large-scale UDP’s is reviewed and critically analyzed. In the current exploratory stage, the article aims to provide an updated reflection on the concept of urban governance under conditions of globalization taking the case of *Noordelijke IJ Oevers*, Amsterdam. In the first section, the article will provide an updated theoretical reflection on governance of large UDP’s under contemporary globalization. In the second section, using *Noordelijke IJ Oevers* as study, the research will analyze the discursive framework supporting the intervention. In the third section, the paper will examine the governance network structure of that particular case by mapping its core actors and typifying the relations among those actors considering multilevel and network cooperation (laying out specific features of public-private partnerships and scrutinizing civic engagement). In the final section, the article will briefly outline the main social and spatial outcomes of the project according to literature and trace a set of critical challenges towards more sustainable urban governance.

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Dublin 5th Province - Citizen Interaction in an E-deliberation Environment

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Keywords: Public participation, deliberation, city governance, digital media

Within the last year, the Creative Dublin Alliance in partnership with Dublin City Council (DCC) and Dublin City University have established Dublin 5th Province (D5P). The purpose of D5P is to engage citizens in Dublin about a range of policy options regarding the future sustainable development of their city and to assist citizens in understanding the complexity of sustainable development and how this relates to their everyday lives. This has primarily taken place through an evolving e-platform, which facilitates multi-directions conversations, deliberations and learning between citizens and policy experts. This paper sets out the context in which D5P was established, as city authorities looked for new and more creative ways to engage a citizenry, as previous approaches appeared to be exhausted due to a number of factors. Some of these included over-consultation; consultation fatigue; under-consultation; and general duplication of engagement effort across governance institutions in Dublin as a whole.

In response to these concerns, D5P has taken an innovation approach to citizen engagement, using expert foresight policy groups, with members drawn from academic, public and private sector backgrounds. The results of these groups were taken to the public for deliberation, through on-line and off-line mediums. This approach allowed citizens to learn about and prioritise a range of policy options that were current, creating a two-way conversation with policy experts regarding what was feasible and realistic in terms of public policy and the sustainable future of Dublin City Region. In this way D5P has broken with traditional local government consultation in Dublin, which has tended to use a 'blank sheet of paper' approach, where citizens can wish for anything, in a one-way conversation that does not manage expectations.

It is concluded that D5P cannot become a fulcrum for citizen engagement in Dublin and indeed no on-line approach can. D5P is therefore seeking to disseminate an ethos of high quality engagement that encourages citizens to think laterally and contextually, in a more holistic and integrated manner.

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SESSION 6-12 Institutional Change and Analysis

The Functional Gap: A Reflection on the Limits to Institutional Capital

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Keywords: functional regions, spatial planning, institutional capital

The preparation of the forthcoming European Union Financial Framework for 2014-2020 is reaching its final stages. Several core differences from previous financial frameworks stand out. For one, a shift from a mainly sector/region-based operative philosophy to a (multi) theme-based, multi-fund, place-based operative approach. The foreseen implementation of this increasingly territorialised financial framework builds on a strong emphasis on partnership-based governance solutions. These are fundamental to the planned use of *functional regions* as a key policy concept. Although the emphasis on partnerships is evident throughout the proposed regulations, its impact is dependent on the Partnership Contract to be established between the European Commission and each EU member-state for the 2014-2020 programming period. In this paper, we explore the potential impact of a proactive response from the member-states to the Commission's proposals. To do so, we will focus on *functional regions* as a policy concept.

The use of *functional regions* as a policy tool brings along a large set of challenges (OECD, 2011) at the policy integration level, and at the national institutional set-ups and political cultures level. *Functional regions* require an enhanced degree of territorial coordination, cooperation and partnership as well as flexible and multilevel forms of territorial governance. Consequently, institutions are brought to the centre stage as a key factor in the successful use of *functional regions* as a policy concept. They are central to the effective building and functioning of partnerships, to the reduction of coordination and capacity gaps behind policy fragmentation, and to the ensuring of greater transparency and accountability in decision-making processes. Ergo, *functional regions* represent a clear test to the limits of the institutional capital of the territories where they will be implemented.

By taking stock of recently concluded comparative transnational research (CES, 2012), in this paper we will expand on the necessary conditions for the fruitful use of *functional regions* as a policy tool in Portugal. In detail, we will (i) examine existing policy instruments in Portugal that embody to some degree a *functional* philosophy and (ii) explore the potential articulation conflicts between existing planning instruments and future *functional* interventions. The underlying objective is to understand the institutional constraints and capacity gaps that may emerge in the face of the renewed use of *functional regions* as a policy concept in Portugal and forward a set of pre-emptive guidelines towards an institutional environment that will better accommodate partnership-based *functional* policies..

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New Cities' Space Development Led by China's Entrepreneurial Local Governments: the Example of Wujin

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Keywords: Governance; Governments' entrepreneurialism; New city; Space development

Since reform and opening-up, China has experienced a progressive transition in society, economy, and politics. During the transition, the most important reforms are the marketing reform and decentralization reform. Meanwhile, China also has been more active in participating globalization. Under this background, the target of China's local governments has gradually changed from maximizing social welfare to maximizing their own interests, which is called the local governments' entrepreneurialism. Since about ten years ago, with the acceleration of urbanization in China, more and more new cities have been built. Local governments' entrepreneurialism has been greatly affecting the development process of new cities, as China's local governments are in charge of the development of new cities. The effect has reflected markedly on urban space. This paper proposed an assumption on how the local governments' action had affected new cities' urban space and how their entrepreneurialism had impacted this process. The main point was that local governments had acted as the suppliers of public goods of new cities and had shaped urban space by applying their power in using social resources.

Then the research carried out an empirical study by taking Wujin-a new city in the Yangtze River Delta as example. Wujin was used as example because its urban developing model had showed some typical characteristics of the local governments' entrepreneurialism. The methodology adopted in the paper included observation and interview. The interviewees consist of the mayor of Wujin, chiefs of each town, directors of eight plate management committees and heads of relevant government departments as well as some important companies. The research came to a conclusion that local governments' entrepreneurialism was conducive to the introduction of market capital, so that local governments had sufficient funds to construct new cities. Due to this, new cities' space framework opened quickly, and the space-constructing efficiency had been improved greatly. However, local governments' entrepreneurialism had also brought many problems to new cities. For example, local governments' seeking for short-term interest resulted in irrationally rapid space-expansion, disordered urban space and fuzzy urban structure. This paper provided a perspective of local governments' entrepreneurialism in understanding the space development of new cities, hoping to offer some reference for new cities' planning and construction.

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Linking Emissions Trading to Natural Resource Management (NRM): Are NRM Plans in Queensland, Australia up to the Challenge?

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Keywords: Governance, Planning, Regional Approaches, Evaluation, Australia.

The deliberate, goal orientated efforts of environmental governance and planning, which seek to organise and improve the way that environmental resources are used and managed, is limited by an insufficient attention to evaluating experience. Often this is despite major policy and planning reforms that seek to address governance barriers to the achievement of sustainability outcomes. Australia is currently on the cusp of major institutional reform in the natural resource management (NRM) sector, driven by the *Clean Energy Act 2011*. A key governance development is the \$A1.7 billion Land Sector Package (LSP) which will protect and increase the carbon storage capacity in the landscape for greenhouse gas abatement and for emissions trading. Regional NRM plans will identify opportunities to improve landscape management across the forestry, farming and land sectors and regional governance arrangements will deliver programs to promote management action, assess and monitor progress towards greenhouse gas abatement, climate adaptation and landscape resilience.

The economic, social and environmental benefits from these governance reforms are expected to be far reaching for regions and the Nation as a whole but their realisation depends on diverse and disparate planning and governance arrangements that are highly regionalised and which have not been appraised in the light of the new requirements for NRM.

Regional Natural Resource Management (NRM) arrangements were first introduced across Australia in the 1990s to improve environmental governance. They used policy and planning partnerships to coordinate and integrate government and local community aspirations and capacities for action. Plans were key mechanisms at the disposal of NRM bodies to structure processes of bargaining and negotiation among these differing interests to achieve public good environmental outcomes. First generation plans were developed and then brought into effect around Australia in the early-mid 2000's. Second generation plans now need to be developed and will guide Australia's landscape approach to greenhouse gas abatement.

NRM evaluation has been patchy in Australia as it has internationally. We take stock of the experience of First Generation NRM planning in Queensland and present the results of a rapid appraisal in light of the emerging requirements for the next generation of plans using plan data and data from a practitioner workshop.

Institutional Transition and Social Polarization: Exploring the Impacts of Public Participation on Issuing Planning Permits in Beijing, China

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Keywords: Development Control, Public Participation, Institutional Transformation, neo-institutionalism

Theories on urbanization from developed countries, such as urban-rural difference, economic development theory and urban behaviors, offer inadequate insights into China's unique urbanization, which has its roots deeply entrenched in a historical socio-economic context that has experienced continuous and incremental institutional change since 1978. To fill the gap, scholars recommend paying more attention to the role of the institution (Friedmann, 2006). This paper employs the agency and structure model from neo-institutionalism to analyze China's changing institution of development control, which regulates urban development through the issuance of planning permits (Healey, 1999).

Based on the pre-reform command economy, China's development control institution was blamed for its uncertainty and non-transparency to the public. To solve this problem, China's central government introduced in the newly issued Urban and Rural Planning Law of 2008 a public participation component for issuing planning permits. Has public participation truly influenced planning decisions of the local planning authority? And to what extent is it able to counteract the arbitrariness of political power and market forces? This paper will answer these questions using a case study of Beijing.

This paper first reviews all development applications either approved or rejected between 2009 and 2011. A logit model, a binary dependent variable model, is built to explore factors on decisions made by the urban planning authority. The model empirically examines to what extent public suggestions or objections have made statistically significant influences on the results of planning permits. To penetrate the agency and process of development control with public participation, two similar cases of issued planning permits with public participation are compared, however, with opposite end results. In one case, the planning authority rejected the developer's requests in accordance with local residents' opinions; in the other case, the planning authority accepted them in spite of local residents' objections.

The results from the logit-models suggest that public participation does impose, even though weak, a growing influence on decisions made by the urban planning authority. However, until now, political factors still have the most influence on the development control mechanism and since the issuance of the Urban and Rural Planning Law there has been no noticeable effect of public participation influencing the planning authority's decisions. Further case comparisons show that the local residents' gap in political and knowledge resources induce the opposite results and social polarization was not weakened but strengthened during the process of public participation.

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SESSION 6-13 Innovative and Alternative Governance 1

Bedouin Communities in the Negev: Models for Planning the Unplanned – Part II: Implementation

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Keywords: Negev Bedouin, municipal structures, planning paradigm model, land disputes, traditionalism versus modernization, negotiations

Context: Conflict roils around recognition, planning and appropriate municipal frameworks for Israel's 194,000 Negev Bedouin, especially the 45,000 living in dispersed unauthorized settlements, in shacks accessible via dirt tracks, and lacking water, sewage and electricity. Central Theme: At ACSP 2011 we presented a paper examining both the universal (indigenous peoples) and unique aspects of the land claims and planning challenges facing the Israeli Bedouin of the Negev. The model developed shifts the focus of land disputes to planning paradigms that facilitate negotiated agreements which may overcome the impasse between the Bedouin (struggling for land, municipal recognition and equal economic opportunities) and the Israeli government (which perceives the Bedouin as a growing demographic threat and a potential fifth column). The model builds upon the convergence of spatial and socio-economic vectors, reflecting the interplay between Bedouin traditionalism and modernization in developing planning frameworks, and creating an arena of negotiation that balances the interests of the contending stakeholders.

Together with Bedouin residents and cooperation of some Government agencies, we identified Negev areas around which to test the feasibility of converting the model from theory to practice. Together with a team of students, we used GIS tools to map the layers of national and regional plans, and land ownership which apply in these regions, and conducted focus groups among the Bedouin as to possible municipal affiliation while these areas remain in situ.

Methodology includes GIS mapping and focus groups.

Results: Results suggest that polar-opposite positions may be reconciled through identifying an arena of negotiations within which planning options can be developed through discourse, rather than imposing centrally developed plans which might trigger strong opposition. Relevance: The planning paradigms have international applicability. Forces for economic development and urbanization often compete with environmentalists or indigenous groups clinging to their land to maintain their ways of life. Culturally adaptive versions of collaborative planning are crucial to successful dispute resolution. How planning students integrate use of GIS tools and focus group information would be of interest to an AESOP/ACSP audience.

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Hybrid Actor Constellations in the Socialist Urban Entrepreneurialism: Case Study of Shanghai Hongqiao Business District

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Keywords: Actor-centred Institutionalism, High-Speed Railway (HSR) Station Area, Chinese Urbanization

The rapidly extending High-Speed Railway (HSR) network and its new stations are expected to be the catalysts for a new leapfrog round of spatial expansion and economic re-construction in Chinese cities and regions. The majority of those stations are located at urban periphery with airport-style spatial arrangement and ambitious urban plans. It is the Chinese state capitalism that leads to this supply-side approach. These top-down initiatives do lead to the construction of HSR station infrastructure, but the implementation of the vision for the urban area around the stations is dependent on the bottom-up market reaction. Therefore, the current HSR oriented new districts or towns are stagnating and run the risk of becoming a 'ghost' built environment. However, Shanghai Hongqiao integrated transportation hub proves to be the exception. It is a mega transportation project, which consists of multi transportation modes including airport, HSR, normal railway, maglev line (planned), metro, city bus, inter-city bus, car and taxi etc. Despite of the complexity of collective actions between railways, aviation, urban development actors, this station area is on the way to develop into a new Central Business District (CBD) with more sustainable, liveable spatial quality. The multiple actors self-organize into the innovative joint coalition, where actors with differentiated perceptions and capabilities can relatively maximize their interests under the hierarchy Chinese institutional settings.

This paper aims to explore the emerging role of new actor coalitions within the hierarchal institutional settings of the Chinese state. The research question is: How does the innovative actor coalition enable the creation of the transport-led-CBD in the Chinese institutional context? The paper takes insights from the case of Shanghai Hongqiao CBD using the perspective of Actor-centred Institutionalism. The specific financial, legal, political, and organizational institutions will be elaborated. The interactions between actors within the coalition and between the other stakeholders will be investigated. Desk studies on the publications and policy documents, as well as in-depth interviews to key actors are conducted.

Coastal Governance on the island of Ireland: A Comparative Study in Social-Ecological Resilience

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Keywords: Social-ecological resilience, Coastal Settlements, Island of Ireland, Regeneration

The planning and management of coastal settlements is attracting increasing policy and academic interest at the national and global scales. For generations coastal communities have benefitted from the natural resources available and opportunities presented by their shoreline location. Many of these communities, however, face an uncertain future in terms of sustaining their livelihoods and remaining resilient in the face of change. In many instances their coastal location and economic inheritance presents unique challenges for their planning and management. These challenges include climate change; the effects of which are likely to be felt most profoundly at the coast, and on-going socio-economic pressure for development and exploitation, including tourism developments, port infrastructure and hard engineering coastal protection schemes. Furthermore, the changing use patterns of the marine environment, such as the reduction in fishing activities and expansion of offshore renewables, offers another dimension to this dynamic system.

On the island of Ireland many small coastal settlements have undergone relatively profound structural change over recent years. Consequently, a number have struggled to respond effectively to this change and require intervention to instigate economic diversity, socio-cultural enhancement and environmental improvements and protection. This is challenging in light of the complex and dynamic forces at play in coastal environments. Devising and implementing appropriate interventions, for example, will require improved dialogue and interaction between the various, and often conflicting, institutions concerned with the coast.¹ Currently, the reliance upon sector- and issue-specific governance approaches has created an uncoordinated, fragmented and piecemeal approach to the planning and management of coastal areas.

The purpose of this paper is to take a social-ecological resilience perspective to consider contemporary issues related to coastal governance on the island of Ireland. Using a case study approach, the paper explores existing socio-economic and environmental challenges facing small coastal settlements on the island and outlines the different governance and regulatory arrangements in place. Specifically, comparative analysis of two case studies (e.g. transition town initiatives) will be presented. Focusing on such bottom-up civic / civil initiatives is intended to contribute to on-going debates on how the scale and structure of governance can best be organised to deliver sustainable regeneration in coastal contexts.

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Governance Follows Function? Urban-Rural Linkages in Sustainable Land Management

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Keywords: functional governance, land management, urban-rural linkages

The paper presentation intends to examine the meaning and potentials of functional governance with regard to spatial linkages in urban-rural contexts. This refers to the EU objective of territorial cohesion as well as national policies towards integrated governance across administrative boundaries which have been putting an increasing emphasis on the governance of urban-rural linkages in recent years. In contrast, it is the notion of the urban-rural dichotomy that has a long tradition in spatial research while terms and dimensions of urban-rural linkages have to date not been defined clearly (STEAD 2002; WEITH 2011).

A comprehensive review of the multi-level governance setting in Germany, subject of an expertise within the framework of the scientific coordination of the funding measure "Sustainable Land Management", thus reveals a persistence of separate policies for urban and rural entities as well as a mainly territorial focus of governance instruments. Functional linkages, in contrast, are only partly reflected by the existing governance setting.

It is this incongruity between governance of place and governance of flows (BLATTER 2004) which is addressed by Sustainable Land Management and its orientation on functional governance. Essential elements in this process are transdisciplinarity and mutual learning processes, aiming at the integration of governance perspectives and flexibilisation of action spaces according to "soft planning" (FALUDI 2010). The funding measure "Sustainable Land Management", module B (German Federal Ministry of Education and Research BMBF), is geared towards the development of "Innovative system solutions for a sustainable land management", applying and advancing inter- and transdisciplinary research methods and integrating issues and approaches from 13 joint projects.

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PANEL 6-2 Strategic Planning and the Quest for Certainty

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Actors in a strategic planning process need to think beyond the customary job descriptions, conventional knowledge, traditional government structures, they need to work with new concepts, new ideas, work with alternatives in order to address the problems in new ways and to accept that the past is no blueprint for how to go forward. This includes/involves working with uncertainty. Next to this spatial planning, at some point, also requires the 'legitimization' of decisions. For statutory planning the main objective seems the pursuit of legal certainty as a basis for the delivering of permits. They request very detailed plans and prescriptions without possibilities for interpretation or change. We learn from everyday practice that what is clearly valued is certainty and that uncertainty should be avoided at all cost because it is contradictory with the creation of legal certainty.

The roundtable intends to discuss the paradoxical nature of strategic planning and statutory planning of being both mutually oppositional and interdependent.

Convenors: Louis Albrechts and Alessandro Balducci

Participants:

- Jean Hillier
- Raine Mantysalo
- Michael Neuman
- Willem Salet

PANEL 6-4b Networks, Plans and Governance: Processes to Transform the Urban Food Systems 2

Session dedicated to the memory of Professor Jerry Kaufman

Planning for Urban Agriculture: Challenging through Experimentation

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Keywords: Urban Agriculture; Food Security; Guerrilla Gardening

Over the last decade, the urban agriculture debate has raised awareness both in policy and in the public domain of the opportunity to produce food in the city context. Allotment demand is increasing and new initiatives are funded by a variety of (e.g. Capital Growth in London) to prompt communities and local groups to regain unused urban spaces. As a result, there is some experimentation with new forms of urban food growing that open up interesting avenues for urban agriculture. Ironically, despite the financial support of local authorities, the planning system does not facilitate the reclaiming of spaces which were not initially intended for food cultivation: from rooftops to more everyday landscapes, barriers prevent some groups from using these areas for food production.

This paper presents two UK case studies developing different approaches to introducing food into the city. The first is of a group that has partnered with a supermarket, using its roof as the site for growing crops and its shelves as the place for sale. The second is a group of women who attempted to gain planning consent to use land for an allotment, but found the system overly complex and instead opted to create an unpermitted community garden. In each case we explore the obstacles encountered during the implementation of both case study programmes and possible alternatives for improving the UK planning system: demonstrating how various actors approach the idea of UA and suggesting ways forward based on their experiences.

An Action Plan Without Planners? GrowTo and the Partnering to Scale up Urban Agriculture in Toronto

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Keywords: urban agriculture, network-building, multistakeholder processes, grassroots activism, action plan

GrowTO refers to a process that, starting from multi-authored research papers that analyzed what would be needed to scale up urban agriculture in Toronto (MacRae et al. 2010, Nasr et al. 2011), has led to the adoption of an “urban agriculture action plan” (GrowTO 2012) that was endorsed by the full Toronto City Council in November 2012. This process was undertaken through a series of steps, all of which have relied on partnerships across sectors, levels of seniority, professional expertise and organizational affiliation. Two interesting characteristics of this process can be noted.

- The relationship between the GrowTO process and parallel efforts – and hesitations – to institute more stable networking capacity to sustain the development of urban agriculture in the city, as highlighted in the slow development of Toronto Urban Growers, a loosely organized umbrella group to support urban agriculture locally.
- The place that formal planning processes have intersected (or not) with this multi-stakeholder process.

The result (so far) proclaims it an “action plan”, yet planners have had a limited role in the GrowTO initiative. Moreover, the process has been based on holistic, multiphase analysis and projection, yet each step has been undertaken in response to the previous one without an agreed-on road map for the overall process. This paper will reflect on lessons from this initiative as planning without planners, and as network-building without networks.

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Planning New Systems of Food Relief: From Corporate to Grassroots Urban Agriculture

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Keywords: food system planning; food security; food banks.

As planning scholars and professionals focus increasingly on community and regional food systems, we are forced to navigate the tensions between corporate and grassroots approaches to promoting food security. Perhaps nowhere is this more evident than in the food/hunger relief sector in the United States, in which city and county food banks traditionally supply canned, boxed, and other processed foods to emergency food cupboards, soup kitchens, schools, and other community-based feeding organizations.

Several converging trends are inspiring dramatic changes in the institutional networks and supply chains of urban and regional food relief. Food banks and the organizations they serve are strained by rising poverty and need on the “demand side” and by cuts to public sector benefits on the “supply side.” Growing concern over the healthfulness (or lack thereof) of the foods they distribute through government-funded commodity surplus programs has inspired food relief organizations to seek new, more healthful foods to distribute, especially fresh fruits and vegetables. To this end, many food banks and allied organizations have taken advantage of the recent expansion of urban agriculture and direct farm-to-city linkages, in which planners are playing a growing role.

This paper and presentation will analyze results of a national survey and intensive case studies of food banks’ involvement and links to urban and regional agriculture in the U.S. This includes a variety of large- and small-scale gleaning, gardening, and farming programs. Some are partnerships with corporate, industrial agriculture whose actors and supply chains resemble those of the commodity surplus programs, which scholars and activists have condemned for reproducing and even heightening inequality and injustice in the food system (Poppendieck, 1999; Tarasuk and Eakin, 2005; Winne, 2008). Other food bank programs challenge these conventional practices and interpretations of food relief, mainly through gardening and urban farming programs that build community capacity for healthful food production, distribution networks, and consumption – and some measure of food justice or sovereignty. This paper and presentation will explore the implications of these programs for planning community and regional food systems.

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PANEL 6-3 University-Community Partnerships in Planning and Regeneration

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Keywords: university-community partnerships, civic engagement, neighbourhood planning

University-community partnerships and collaborations have become increasingly important in community and economic development across cities and regions in the U.S. and Europe. Educational institutions are among the major employers in many cities and regions and are today active agents of urban change. With the location of this AESOP-ACSP conference in Dublin, this panel brings together University officials, faculty and planners from institutions in Ireland, U.K. and U.S. to discuss and analyze the changing nature of university-community partnerships and civic engagement in international perspective. This panel will compare university-community partnerships and planning initiatives with a main focus on the context for the community partnership in each place and institution; the particular project(s) and planning initiatives discussed; and the impacts or projected impacts of civic engagement across stakeholders. Panelists will engage in the nature of these partnerships, with comparisons of contested spaces, cooperative engagement, institutional planning and neighborhood impacts. Central to the discussion will be: What is the nature of the engaged institution and what are the critical features of engagement in international comparative perspective?

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SESSION 6-14 Innovative and Alternative Governance 2

Rational Ignorance in Civic Engagement: Study Case in Hamburg

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Keywords: public participation, urban planning, rational ignorance

Civic engagement and community participation in urban planning are relevant topics in planning theory and practice. Researchers involved in research on information- and communication technologies deal with questions how to design and improve technologies and modern tools for communication in order to better support civic engagement in urban planning. In spite of all these efforts into new technologies we observe rather low participation of citizens and their limited interest when it comes to expressing opinions about planned activities and interventions in urban spaces.

The citizens often decide to be rational and to ignore public participation processes in urban planning. They tend to be rationally ignorant. "Ignorance about an issue is said to be rational when the cost of educating oneself about the issue sufficiently to make an informed decision can outweigh any potential benefit one could reasonably expect to gain from that decision, and so it would be irrational to waste time doing so" (Krek 2005). Participation itself is considered to be costly due to the investment of time and energy into studying the current urban planning situation and the interventions proposed by urban planners. The benefits of participation, on the other hand, are difficult to quantify, especially on the individual level of an interested and active citizen. The outcome of the participation process is not predictable; many stakeholders get involved which leads to unpredictable results. The citizens are often left with the feeling that their single voice and opinion has not been heard and that it does not pay off to get involved.

In order to study rational ignorance on a specific case, we decided to focus on the issue of building skyscrapers in St. Georg, a city district in Hamburg, Germany. In the first step of our research we conducted forty-four interviews with the residents of St. Georg. We showed the planned skyscrapers visualised in 3D to the inhabitants of this neighbourhood. After explaining the main idea to them, and the concept of the planned skyscrapers, we asked them a set of questions related to the planned interventions. We observed their interest into the planned intervention and their reactions on the 3D visualisation presented to them.

This paper summarizes the theory of rational ignorance (Buchanan and Gordon 1962) relevant for urban planning, introduces the study case in St. Georg in Hamburg, and explains the research methodology including the 3D visualisation of skyscrapers and the questionnaire used for the interviews. We conclude the paper with the results indicating the rational ignorance of the citizens in this neighbourhood and a discussion on further research.

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Sustainable Mega-Event Governance: Public Participation in London 2012

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Keywords: mega-event governance, London2012, public participation, sustainable development

Multiple stakeholder perspectives are essential when analysing the outcomes of mega-event based regeneration. In this regard, governance appears as an important component of sustainable development since without participative governance structure, reaching sustainable development outcomes is not possible. In order to have sustainable event-led regeneration, the governance has to be sustainable as well. Full integration of residents and other stakeholders in the decision making period for bidding, marketing and assessing the event is therefore crucial for having what Getz (2009) calls 'sustainable and responsible events' as well as related regeneration projects. Besides officials, the involvement of local residents in decision-making is increasingly important. Residents should be able to benefit from living close to the mega-event site, not negatively affected by it.

Therefore, focus group meetings have been organised with the residents living in and around the fringe of the London 2012 Olympic Park to understand the expectations of local residents, to what degree they participate in the Olympic activities, to what extent hosting Olympic Games has changed their life and outlook, and what they think about social, physical and economic regeneration in the area. Research demonstrates that the level of involvement especially the local community optimises the social impacts of event-led regeneration in a positive way. Community based initiatives can help to integrate locals within the planning, delivery and impacts of event-led regeneration. Also, events can be an effective tool to enhance community cohesion by focusing on broader policy aims.

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Participatory Marine Spatial Planning: A Comparison of two North American Case-Studies

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Keywords: participatory planning, maritime spatial planning, evaluation of participatory planning processes

Projections for the development of marine industries indicate that industrialisation of the marine environment is likely to accelerate in the coming decades (Douvere, 2008). The growing demand for marine space can result in stakeholder conflict. Some marine activities are incompatible with one another and often compete for space in the marine environment or negatively impact on one another if conducted in close proximity. The potential range of conflicts has grown in recent years as new activities, such as aquaculture, wind farms and liquefied natural gas terminals are increasingly located offshore.

Maritime Spatial Planning (MSP) is advocated as a means of managing human uses of the sea in a sustainable manner and of reducing conflict. MSP is defined as the "rational organization of the use of marine space and the interactions between its uses, to balance demands for development with the need to protect the environment, and to achieve social and economic objectives in an open and planned way" (Douvere, 2008, p. 766). Stakeholder participation in MSP is vital as it helps minimise user conflict (Pomeroy and Douvere, 2008).

This paper reports theory-based evaluations of two participatory marine planning initiatives: The Channel Islands National Marine Sanctuary; and The Eastern Scotian Shelf Integrated Management Initiative. The evaluations assess the extent to which these participatory processes meet planning criteria derived from a review of relevant literature. The evaluations indicate that the initiatives have been responsible for building trust and understanding amongst stakeholders but that this has not translated into a shared sense of interdependency. Furthermore, consensus based decision-making proved difficult to implement in both initiatives resulting in a number of issues relating to plan implementation and continuing stakeholder participation.

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Co-constructing Collaborative Governance

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Keywords: collaborative governance model, co-management, marine park

This paper aims to report the methodology used to collaboratively construct a governance model for the management of the Professor Luiz Saldanha Marine Park, within the Project MARGov – Collaborative Governance of Marine Protected Areas (<http://margov.isegi.unl.pt>).

The work developed was supported by an extensive documental and conceptual research of key terms and concepts for the development of a collaborative governance model (CGM) for the management of marine protected areas (MPA) worldwide. This was the starting point for the selection, analysis and comparison of existing management models in MPA.

To define the criteria for case studies selection to the authors exploited the cases referenced by Jones *et al.*, 2011, considering them as examples of a participatory approach on conflict resolution, and in the implementation of collaborative management. Moreover, areas whose preservation objectives aim to collaborative approaches were also considered and studied.

This gathering and treatment of information supported the development and structuring of a methodology to be applied in the MARGov participatory sessions and allowed for the identification of the dominant components of those models – Management, Strategic Entity/Council, and Working Groups/Panels - enabling to assemble a working basis for the participants to develop a model adapted to the Marine Park's reality.

The key idea was to encourage the stakeholders of the MARGov project inspired and departing from this base to develop a model of co-management for their Marine Park. This work was developed in the *Enlarged Forums* (between December 2010 and September 2011) promoted for the local community and other stakeholders, and advanced the debate and reflection of the attendees on the issues presented and further collaborative construction of proposals to the Marine Park.

The activities developed in the last two *Enlarged Forums* (June and September 2011) focused exclusively on the construction of a CGM and identification of critical factors for a future sustainability framework built with the stakeholders in a bottom-up approach, in order to incorporate pre-established structures safeguarding responsibilities and competencies through a wide articulation.

The authors present the methodology, the strategic options, and the process of co-construction of a joint management model for the Marine Park by the stakeholders, including the debate over the critical factors; as well as the lessons learned and key results achieved including the consensual co-management model achieved.

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POSTERS 6

Governance of Large-Scale Urban Development Projects: the Case of *Noordelijke IJ Oevers*, Amsterdam

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Keywords: Governance, Urban Development Projects, Sustainability

The current international economic context has revealed the increasing “spatialization” of flows and transnational processes at the regional and metropolitan level and has brought their critical socio-economic, spatial and institutional consequences to the fore of the debate.

During the last decades large-scale Urban Development Projects have been consistently introduced by local, regional and national governments as instruments with exceptional potential to promote the economic and spatial development of contemporary cities. Many of these projects have relied on strong public and private partnerships and were thought to represent an opportunity to improve the position of cities and regions in the global stage, in terms of visibility, image and investment attraction.

However, after their implementation growing risks of social, spatial and institutional fragmentation and lack of sustainability have been frequently highlighted. Some authors support that such ‘flagship’ interventions designed to promote urban regeneration and development have almost invariably followed an excessively ‘top down’ or ‘blueprint’ planning approach. The outcomes have often been the rise of socially, economically and spatially segregated urban areas expressed in income inequalities, housing market disparities, spatial discontinuity in the fabric of the city, over investment in these flagship projects in detriment of investment in basic services, etc. Thus, one can find at the core of the present regulatory debate, the crucial role of governance, its actors (public and private sectors and civil society) and public policies in addressing urban cohesion and sustainability.

The present paper is part of a doctoral research project in which the role of governance and the architecture of governance networks (with its actors and strategies), in the implementation of large-scale UDP’s is reviewed and critically analyzed. In the current exploratory stage, the article aims to provide an updated reflection on the concept of urban governance under conditions of globalization taking the case of *Noordelijke IJ Oevers*, Amsterdam. In the first section, the article will provide an updated theoretical reflection on governance of large UDP’s under contemporary globalization. In the second section, using *Noordelijke IJ Oevers* as study, the research will analyze the discursive framework supporting the intervention. In the third section, the paper will examine the governance network structure of that particular case by mapping its core actors and typifying the relations among those actors considering multilevel and network cooperation (laying out specific features of public-private partnerships and scrutinizing civic engagement). In the final section, the article will briefly outline the main social and spatial outcomes of the project according to literature and trace a set of critical challenges towards more sustainable urban governance.

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Community Engagement Assessment: What is the Return on Investments?

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Keywords: community engagement, assessment, outcomes, impacts

Many of us engage students and citizens for community design and visioning processes. And then, we are called to task – what was the return on investments? This paper is an assessment of 42 U.S. Midwest communities who participated in a small town community visioning process over a nine year period. Community representatives completed an in-depth written survey to self-report their outcomes and impacts. Outcomes are defined as the knowledge learned by the community participants and impacts are defined as the knowledge applied by the community participants. Outcome responses are codified for things learned during the visioning process, after the visioning process, and recommendations. Some of the most important things learned include: the realization that “we have choices,” “how to see our assets,” and the “importance of community buy-in.” The most important negative outcomes identified are the sense of raising “false hope,” “a lack of resources,” and “difficulty maintaining momentum over the long haul.”

Impacts are assessed for 27 types (from volunteer projects to business start-ups to federal grants) over the nine years. The responses indicate a slow beginning, with small volunteer and community built projects the most common first year impacts. The second and third years show a marked increase in activity and impact types. Second year impacts include donation of skilled services (such as grant writing, surveying, design work), new government and private partnerships and a change of citizen and public official attitudes. The third year increases in business improvements, corporate funds for projects, and the ability to piggy-back with larger government enhancement projects. The fourth year marks the beginning of a decline in impact types but an increase in private actions, increase in tourism, increase in new residents moving into the area and a positive change in how others see the community.

Seventeen of the communities reported financial investments they attributed as impacts from the visioning process. Community investments ranged from \$27,000 to over \$23 million, with a reported median of \$1.29 million. Over half of the investment dollars reported is from private sources; more than local, state and federal government combined. From the University perspective, for each \$8,000 invested in the visioning process, there is a return of \$1 million dollars in community investments.

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The Making of Sheffield's 'Cloud City': Institutional Trust, the Public and Open Data

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Keyword: open data, civic engagement, public trust, information sharing

It is often assumed that good urban governance rests on the public's ability to trust civic institutions. Recently, several UK policies have tasked local governments with meeting requests for information by the public. This raises several issues. As public intellectual property, open data supports the Internet's continual commodification of information flows (Sharpe 2009). While the sharing of information appears to propagate increased citizen participation through the distribution of data online, Yetano, Royo and Acerete (2010) found 'local governments are mainly disclosing information to narrow the legitimacy gap caused by citizen distrust.' In what way does the governmental management of open data either erode or sustain the public's trust?

This paper examines the local community relationships and governance pertaining to online data sharing between institutions and data consumers (the public) as they develop the Cloud City initiative in Sheffield. The research is based a series of semi-structured interviews with grassroots members of an 'Open Data Sharing' group in addition to local government officials responsible for developing the open data element of the initiative. While this research is currently ongoing, the preliminary findings indicate a number of challenges. Firstly, local governments lack experience organizing online data for public consumption and are overwhelmed with current requests. At the same time, the public view the acquisition of data as a right without a straightforward obtainment procedure. The current discordant relationship between the public and local government weakens the rational nature of trust between municipal institutions and residents as defined by Swain and Tait (2007) as a 'commodity or good to be traded in transactions'. Finally, this research will address how the process of acquiring and/or using online public data (and its potential misuse) acquiesces to modern governmental notions of 'integrity, altruism, neutrality and trust' (Swain and Tait, 2007).

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Restructuring and Resilience: Lesson-drawing and Governance in Northern Ireland

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Keywords: lesson-drawing, policy transfer, governance.

Since 1947, management of cities and regions in the UK has been conducted by government and planning authorities who have taken the lead roles planning, regulating, monitoring and enforcement. It was acknowledged that the planning system had become ineffective, inefficient and bureaucratic. In addition to planning reform it stimulated an interest in community. The paradigm shift from government to governance reflected this interest and is evident in the public policy arena with social policy makers focusing their attention on 'what works' with significance placed on evidenced based policy making. This recognition is evident in Northern Ireland with the restructuring of the public sector set out in the Review of Public Administration (2002). This advocated a new community planning approach be executed with power decentralised to local authorities - to better need, congestion in public services and fragmentation. The resilience of communities to cope with and adapt to changing social, economic, environmental and political difficulties is thought to be enhanced by the introduction of a community planning approach. New governance arrangements incorporating cross-sector working and collaborative partnerships would provide more integrated public services which could potentially better respond to local need. Stakeholders responsible for formulating community planning in Northern Ireland are looking to the Scottish experience for guidance in designing and refining the approach.

The paper will examine the application of lesson drawing as a potential tool suited to inform and guide the transfer of governance arrangements for community planning into Northern Ireland. Lesson drawing offers the potential to '*identify and design politically feasible incremental changes in each country*' (Rose, 1993: ix). This reflective comparative analysis illuminates thinking that has influenced community planning in Scotland. Lesson drawing can allow for reflective policy consideration, potentially strengthening the governance of community planning in Northern Ireland through new practical policy prescriptions whilst legitimising such policies with theoretical knowledge. This enables evidence based policy making to go beyond the counted, measured, managed, codified and systematised evidence based policy approach now prevailing (Parsons, 2002). This paper will consider whether lesson drawing could better inform improved public sector governance and reduction of the 'democratic deficit' in Northern Ireland.

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American Exceptionalism: Fragmented Governance and the Proliferation of Sprawl

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Keywords: regionalism, consolidation, land use, auto dependency

While there are many causes for the inefficient land use patterns that typify much of the American landscape, one that is often overlooked is the strong adherence to, and tradition of, federalism in system of local governance in the United States. Land use is nearly exclusively the province of local governments, which can often incorporate without approval by the state or electorate. Excessive fragmentation leads to a pervasive localism that presents a host of inefficiencies, inequities, and environmental consequences.

Although it does present somewhat of a "chicken and egg" conundrum, previous work has demonstrated that sprawl itself is in part caused by jurisdictional fragmentation. This paper seeks to broaden and deepen the extant literature by investigating the econometric relationship between these two phenomena through innovations in scale and means of measurement. While previous studies examine these phenomena at the metropolitan level, metropolitan areas – especially those that cross state lines – are often characterized by both fragmented and unitary governments, as well as areas with more and less sprawling land use patterns. We attempt to determine if the relationship is stronger when examined on a finer grained scale than the metropolitan region.

To measure sprawl, we employ Ewing et al.'s metric, newly calculated for the county level, which utilizes four elements in an index: residential density, neighborhood mix, street accessibility, and centrality of economic activity. To evaluate the dispersion of public sector authority, we consider a number of metrics of local government fragmentation, including authorities per capita or central city population share, as well as more innovative approaches like the Metropolitan Power Diffusion Index (MPDI), and measures of market power borrowed from public economics, including the Herfindahl Index and concentration ratios.

We expect to find results that are more robust than previous studies that aggregate across metropolitan areas. We anticipate that bivariate correlation and multivariate regression analyses will indicate a strong negative correlation between Ewing's sprawl index (which is higher for less sprawling counties) and fragmentation; in other words, that for an increase in governmental unit density, there will be a proportionate increase in the incidence of sprawl. Through this analysis, we seek to strengthen evidence for the theory that American sprawl is not simply a result of automobile ownership and infrastructure or historical determinism, but rather a function of the exceptional power devolved to local government to determine the use and intensity of land, resulting in extraordinarily pernicious consequences for society.

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Overcoming Brown-Field Barriers to Urban Manufacturing: Comparative Study of Policy Networks and Changing Local Economic Development Strategies in U.S. Cities

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Keywords: urban manufacturing, brown-fields, policy networks

Efforts to reuse brown-fields and revitalize brown-fields-impacted neighbourhoods in U.S. central cities are primarily an outcome of public and private organizations creating and implementing local economic development strategies. One way to view public-private partnerships and their effects on neighbourhood planning processes is through a focus on the collaboration emerging from work of diverse stakeholders involved in policy networks that promote or discourage particular local planning decisions.

This poster presents an ongoing dissertation project that examines how planners and other neighbourhood stakeholders shaped new local economic development strategies encouraging manufacturing and industrial development in inner-city neighbourhoods impacted by decades of industrial decline and brown-fields. Specifically, the poster highlights local economic development and brown-field redevelopment issues affecting urban manufacturing, and describes influential collaboration and relationships that formed during recent planning processes in four U.S. cities.

The research is designed as a comparative case study between neighbourhood contexts, policy networks, and economic development planning. The researcher uses social network analysis to advance the understanding of how policy networks innovate planning processes and strategies for urban manufacturing and inner-city revitalization. Research findings add to the discourse over job creation on urban brown-fields as well as manufacturing and economic recovery in central cities in the U.S. and other developed countries.

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How Does Environmental Conflict Resolution Travel from One Planning Context to Another? – Lessons from the American Experience for Finland

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Keywords: environmental conflict resolution, public policy mediation, United States, Finland

In the United States, the field of environmental conflict resolution has evolved from its early origins in the 1970s into a multi-faceted field of practice. Collaborative dispute resolution methods such as consensus building are being employed with remarkable success in complex environmental and public policy disputes (Susskind and Secunda, 1998, O'Leary and Bingham, 2003). The field is only in its nascent phase in Finland. Experiences from the first three pilots are reported in Peltonen & al. (2012).

The paper first outlines key differences in the American and Finnish politico-administrative and legal settings, and illustrates cultural sensibilities through a discussion on the notion of *consensus* and its use in the two contexts. The paper then discusses possible openings for new collaborative methods in the Finnish planning context, with reference to the particular local discourses of public participation, and the underlying theoretical interpretations thereof. Recently the idea of a *trading zone* (Galison 2010) has been adopted into planning field as a way to conceptualize the epistemological work typical to collaborative processes in which assumes that differences in opinions, values and beliefs prevail, and yet joint meaning making and collaboration is possible regarding the collaboration itself, and a limited set of issues (Galison 2010, Mäntysalo & Balducci forthcoming),

The paper presents preliminary findings from ongoing research into the practice of environmental and public policy mediation in the U.S. and in Finland. The data consists of research literature, policy documents and expert interviews in both countries. The paper applies a mode of institutional analysis to identify both openings and obstacles in the Finnish system for applying American methods of public policy mediation. As such the paper contributes to the ongoing expansion of research in environmental and public policy mediation from the study of individual cases and processes of conflict resolution into the study of public policy mediation *systems* (cf. Susskind, 2009). Such a critical and careful analysis of international practices and approaches is needed as they travel and are being applied transnationally (Healey 2012).

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A New Role for the Planner in Neighbourhood Development: A Case Study from Malmö, Sweden

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Keywords: The role of the planner, multisectorial coordination, neighbourhood development

Urban development has come to see a new type of relational planning in which the expert planner is no more (Healey, 2007). This new role presents planners with challenges as they have to reconceptualise established spaces, boundaries and structures of their profession (Allmendinger & Haughton 2009), seeking new ways to communicate and to work with different actors across sectors and scales. Among them, neighbourhoods are now important arenas for urban development (Lupton & Power 2002).

The changing conceptualization of the planner and what the planner do has also given rise even to new kinds of positions within urban development strategies; the position of coordinator. This paper examines how the planners in an urban development initiative in Sweden face these challenges. Special attention is given to how they interpret their role, how they carry out their work, and their perceived possibilities to execute this role within the institutional and societal context.

This particular development initiative is taking place in urban neighbourhoods in Malmö, a city in the south of Sweden, well-known for its arduous work with both economic and ecological sustainability, and more recently undertaking the challenge of creating social sustainability. The initiative aims to improve the conditions of life and living in neighbourhoods that experience the lowest levels of welfare.

The study indicates that planners when given freedom to interpret their new role are strongly influenced by previous experiences and knowledge which may in fact affect the outcome of the development initiative. In the conceptualization of their role planners are conditioned by the institutional openness and will to reconceptualise established roles both for the planner and for the own organisation. One hindrance to actually being able to perform according to the assignment has shown to be the inertia of the own organisation. However, if supported by the own organisation the planner is given the opportunity to establish her/his new position of coordinator as well as igniting a structural and cultural change within the whole organisation, guided towards multisectorial coordination by which various actors are involved to deal with neighbourhood development jointly.

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Assessing Shrinking City Models: Focus on Strategies for Citizen Participation

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Keywords: shrinking city, participation, urban communication, sustainable community

Many major cities around the world are facing the fact that they are getting smaller: the phenomenon of a shrinking city. While this trend is defined in various ways by scholars, it is often characterized by a decrease in population and the traditional industry base, and an increase in vacant land and buildings. This phenomenon is more prevalent in Detroit than in other major cities in the United States, as the city's population has declined by 50% since 1950. Detroit has suffered for years from unemployment, crime, thousands of vacant properties, foreclosures, environmental hazards, neighbourhood deterioration, food desertification, and obesity. Moreover, Detroit is one of the cities hit hardest by America's current recession. This has pushed the city even deeper into its dilemma.

In response, Detroit officials have recently begun pushing to downsize the city, an effort that has received much attention from the national media. Despite the city's noble intentions, it has faced several challenges. Among the obstacles are how to decide which communities will be saved, and what to do with the vacant areas and open tracts. While it is difficult to find a viable model of the shrinking city in the empirical literature, there are some precedents. Even more difficult concerns, however, include how to address residents' fears of forced relocations, and how to promote community participation and consensus. Time Magazine, The New York Times, and local Detroit newspapers have reported on residents' fears and anger about not being kept informed, not understanding the city's intent, and the major communication problems facing Detroit mayor's office. The need to develop viable strategies for effective communication is, arguably, the most urgent and difficult challenge. Empirical literature on such strategies, however, is hard to find. My proposed project addresses first step for developing such strategies, i.e., assessing other shrinking city models in terms of how well they promote effective community participation and communication with residents about their city's shrinking city policies.

This research reports the outcomes of a case study via a literature review on best practices of several cities that have dealt with shrinkage, a survey with the key players of the projects undertaken to address shrinkage in the relevant cities, site observations of the selected cities, and an overall comparative assessment of these cities' shrinking policies. The paper also discusses common themes running through the experiences of the selected cities and suggests areas of future research.

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Assessment of Community Resiliency Using the CCRAM – a Resource for Decision Makers

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Context: Preparing for disasters has long been a part of urban and rural planning in many regions. The importance associated with community resilience in the face of a disaster is relatively new. The functionality of the individual and of the community during disaster situations, and their ability to swiftly return to normal life, are significant factors associated with coping with emergency situations [1,2]. The term Community Resilience is used to describe the community's ability to withstand crises or disruptions. The Conjoint Community Resiliency Assessment Measure (CCRAM) population survey was conducted in 12 communities belonging to one regional council in the south of Israel in order to portray the resilience level and to help local leadership focus on vital issues.

Research methods: Data was collected between April and November 2012, using door-to-door surveys at randomly selected addresses in medium size towns and electronic questionnaires in small settlements with a complete electronic mailing list.

The tool initially enquires about general and socio-demographic characteristics, including: gender, type of settlement, duration of residence in the community, age, family status, and more.

It then asks participants to report on a 5-point Likert scale, the extent to which they agree with a statement related to one of five domains: Leadership, Collective Efficacy, Preparedness, Place attachment, Social Trust.

Objectives: To present a community resiliency profile, based on CCRAM, as a resource for decision makers. To identify the strengths and weaknesses of the studied population and to match an intervention program to needs.

Results: 406 participants responded. 53% (212) were women. Mean Age was 43.76 (18-86), 81% were married, 49% had academic education. 45% reported being approximately average on income. 40% of the participants are involved in volunteering and 24% belong to the community emergency response team. The resiliency profile evolving showed three strong factors: Community, Place attachment and leadership. The adaptation of the findings to a report to the municipal authority that includes recommendations will be demonstrated.

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Beyond the Communicative Turn: Analysis of Spanish-Language Practices in Chicago's 49th Ward's Participatory Budgeting Process

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Keywords: participatory budgeting, learning, discourse analysis

This paper conducts a discourse analysis on a data set of a participatory planning process. The discourse analysis of how learning unfolds while engaging in democratic activity investigates how language is critical to understanding the relationship between the social regulation of the environment and the cognitive processes activated through participation (Doehler, 2002). This research brings together the disciplines of Urban Planning (UP) and Learning Sciences (LS). It uses Cultural Historical Activity Theory (CHAT) framework and grounded theory to perform a discourse analysis to better understand the complexity of learning as it occurs in Participatory Budgeting (PB).

Few UP researchers have studied how participants learn the skills, abilities, and dispositions to engage in participatory planning *in-situ*. Meg Holden states, "Our knowledge of how learning occurs in the practice of planning remains limited by a lack of methodological tools and approaches for studying this learning" (2008, p. 3). This paper's focus is on how language is a window on how participants are learning in *participatory planning* practices, where citizens are brought into the decision making process of creating and implementing public policy (Innes and Booher, 2004). Further research to fill this gap will allow planning and other related disciplinary researchers to articulate and develop theories on how skills, identities, and dispositions are learned in practice (Mansbridge, 2003).

Researchers have argued over the learning affect of participation, as mediated by language as a cultural tool (Vygotsky, 1978; Blunden, 2009). Participation in a given environment affords and constrains the kinds of identities that participants can enact in a social context (Wortham, 2004). Thus, Spanish-language participants like any participant in a given environment pull from references for how they can participate. As a result, the environment focuses the talk and interaction of the activity at hand. It facilitates certain forms of participation while inhibiting other kinds. By conducting an in depth discourse analysis of participant's own words while engaging in PB, the study can shed light on the discourse interaction that would impact the reciprocal effect described earlier of establishing a communicative culture that mediates social interaction for learning.

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Governance Follows Function? Urban-Rural Linkages in Sustainable Land Management

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Keywords: functional governance, land management, urban-rural linkages

The paper presentation intends to examine the meaning and potentials of functional governance with regard to spatial linkages in urban-rural contexts. This refers to the EU objective of territorial cohesion as well as national policies towards integrated governance across administrative boundaries which have been putting an increasing emphasis on the governance of urban-rural linkages in recent years. In contrast, it is the notion of the urban-rural dichotomy that has a long tradition in spatial research while terms and dimensions of urban-rural linkages have to date not been defined clearly (STEAD 2002; WEITH 2011).

A comprehensive review of the multi-level governance setting in Germany, subject of an expertise within the framework of the scientific coordination of the funding measure "Sustainable Land Management", thus reveals a persistence of separate policies for urban and rural entities as well as a mainly territorial focus of governance instruments. Functional linkages, in contrast, are only partly reflected by the existing governance setting.

It is this in congruency between governance of place and governance of flows (BLATTER 2004) which is addressed by Sustainable Land Management and its orientation on functional governance. Essential elements in this process are trans-disciplinarity and mutual learning processes, aiming at the integration of governance perspectives and flexibilisation of action spaces according to "soft planning" (FALUDI 2010).

The funding measure "Sustainable Land Management", module B (German Federal Ministry of Education and Research BMBF), is geared towards the development of "Innovative system solutions for a sustainable land management", applying and advancing inter- and trans-disciplinary research methods and integrating issues and approaches from 13 joint projects.

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From Regional Identity to Shared Responsibility. The Relevance of Identity as a Strategy for Regional Development

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Keywords: regional identity, values, regional development, multi-stakeholder decision-making

As a small country, the Netherlands has few regions with a well-established regional identity of their own. The most notable exemptions are Fryslan and Twente. The northern province of Fryslan has its own official language and a variety of cultural-historic sports events. The Twente region in the east along the German border has a particular sense of belonging that is recognized by many outside the region as well. This regional identity does not have a clear historical origin, but instead appears to be created in a processes of strategic policy-making and planning and regional branding for tourism. This strategy of creating or reinforcing a notion of regional identity is being adopted more often in processes of strategic regional policy-making and planning. The paper explores the relevance of regional identity for these strategic spatial planning processes and regional development strategies.

The paper builds on the insights of a value-oriented research into political values that are relevant in political decision-making on urban and regional development issues and spatial plans. The overview presents 23 different political key values were identified shows that policies and policy-makers may have a blind spot for values that relate to feelings of loyalty towards the own group, cooperation in ones own community and pride on the identity of ones home ground. In particular in participatory planning processes, these values typically play a role brought in by inhabitants of a region or place and other locally rooted stakeholders.

Drawing on new case-study research into the Dutch Vecht Valley region, using story-telling methods and discourse analysis, this paper focuses on mechanisms of creating or reinforcing regional identity as a means to further a strategic regional development approach. The types of stories that play a role in creating a (new) regional identity are characterized and underlying (sets of) values are identified. The analysis of a participatory policy process in the Vecht Valley region suggests that a sense of shared responsibility is a key factor to a successful use of the notion of regional identity in a strategic planning process. The paper concludes with a critical reflection of the contribution of creating or reinforcing a sense of regional identity for the success of a strategic planning processes.

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A Neo-Institutional Analysis of Local Governance Responses to Spatial Fragmentation

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Keywords: fragmentation, local governance, institutional analysis

Flanders, the Dutch speaking part of Belgium, is one of the most sprawled urban areas in Europe. Dispersed and low density urban development has resulted in a very fragmented landscape. The negative impact of fragmentation and urban sprawl on ecosystems, biodiversity, agricultural productivity, landscape preservation and the efficiency of public services and infrastructure are well documented and known (EEA-FOEN, 2/2011)

The theory of Ostrom focuses on the governance of common goods. Moreover, Ostrom offers a framework that strongly considers local governance institutions, as well as a range of exogenous variables that include the ecological and physical environment. Since land and land use can be considered as a common good, this theoretical approach provides a new way of looking at land use governance. Belgium has a continental planning tradition, with a focus on imperative zoning that provides legal certainty (Nadin & Stead, 2008). In this study we apply the institutional framework of Ostrom and her more recent work of social ecological systems on the fragmentation problem of sprawl in Flanders. (Ostrom E. , 2011)

Despite the obvious collective disadvantages of urban sprawl and fragmented development on the local level, we assume a large variety in responses of local governments. Using the theory of Ostrom, we investigate how local governance systems address fragmented land use and sprawl according to their institutional and physical environment. We perform extensive studies on a select group of cases which are chosen based on their policy relevance and research feasibility.

By involving the Nobel prize winning work of Elinor Ostrom, we want to contribute to the neo-institutional planning research as well to the local spatial planning governance.

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Examining the Functioning of Municipal Committees for Spatial Planning (GECORO's) in Flanders

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Keywords: municipal committee for spatial planning, local governance, institutionalism

Since 1999, all municipalities in Flanders have a 'Municipal Advisory Committee for Spatial Planning' (GECORO) to advise on local spatial policy. The efficiency of these advisory committees, however, is disputed. Given the lack of scientific understanding of the functioning of these GECORO's, this paper analyzes the influence of the GECORO on local municipal spatial governance. It uses a neo-institutional theoretical platform that focuses on the input-, throughput- & output-phase of local spatial policy.

The central hypothesis in this paper argues that different elements in the input phase (representativeness, authority, competition within the local spatial context, power relations between the different local actors, ...) and throughput phase (quality of debates,...) affect the impact of GECORO advisory reports on the local spatial policy of the Municipal Council (output phase).

Based on a survey taken among GECORO-members all over Flanders, this paper explains the differences in efficiency between the GECORO's in the region, and suggests a number of recommendations for new GECORO's.

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Property Institutional Dilemma under the Socio-Economical Transformation Context — a Research for the Planning of One Historic Neighbourhood in China

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Keywords: property institutional dilemma, Chinese planning, transformation

The rapid and huge wave of Chinese urbanization that is characterized remarkably by its physical and economical achievements has been lasting for a decade, while those achievements were greatly risky in raising social conflicts in the numerous urban regeneration and expansion projects, especially around the key issue of the land-housing property institutions.

The paper, assisted by the social study (inhabitants interview and questionnaires), history, policy and planning research during the conservation project processed in one historic neighborhood, named Fanjiajie, in world heritage city of Pingyao, China, will unfold the land-housing property institutional dilemma during the project planning process, the actors and their performances in this dilemma and the negative impacts both on social and physical environments. The dilemma has blocked the continuing process at the step of planning decision process because of the impossibility of communications between the government and inhabitants and the inconformity and uncertainty of the civic initiatives among the inhabitants.

Two possibilities staying behind could be employed to explain this dilemma and its uncertain effects. The first may be due to the complexity of the evolutions of Chinese urban property institutions and policies caused by two essential transformations during the past 60 years deconstructed the original positive social capitals and split the social-physical connections while secondly the structural deficiencies in current property institutions are still remaining unchanged in confronting the contemporary urban context. Hence, such kind of “Tragedy of the Commons”, not only in historic urban districts, but is frequently seen and repeatedly happening, even accompanying along all the process in Chinese urban transformation.

This dilemma force the Chinese planning institutions and methodologies moving from the current economical-physical patterns to the social-policy patterns under new urban political-economical context to build its flexibility and applicability when facing the intricate issues in social and political aspects.

TRACK 7: LAND USE POLICY AND PLANNING

SESSION 7-1 Evaluation and Measurement in Land Use Regulation and Research

Using Indicator-Based Evaluation Systems to Assess Performance of Eco-City Projects in China: A Case Study of two Large-Scale Eco-City Development Projects

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Keywords: eco-city, China, indicator system, sustainable urban development

Over the next 10 to 15 years, China's urban population is projected to increase by 150 million and its urbanized areas to double in size. Many fast-growing Chinese cities are in urgent need for strategies to guide urban development in economically efficient, environmentally friendly, and socially just ways. Developing eco-cities has been a strategy adopted by many Chinese local governments in response to their unprecedented urban development challenges. Since 2005, thanks mainly to large government investments, thousands of eco-city inspired development projects have been initiated in China. However, many of these new projects, often self-labeled as eco-cities, have not been critically examined against the principles and performance of sustainable urban development.

Scholars and practitioners in China have recognized an urgent need for tools that can assess the sustainability performance of the design and planning for those eco-city inspired projects (Yip, 2006). Active research and substantial investment in Europe and North America have contributed to the development of evaluation tools for sustainable urban design, such as LEED ND and SOLUTIONS (Gil and Duarte, 2010); it remains unclear whether the tools developed in places with sustainability concerns and urbanization circumstances quite different from China can be readily applicable to Chinese projects.

This article explores methodology of developing and applying indicator systems suitable for assessing the planning and implementation of eco-projects in China. It uses a case study approach to study the effectiveness of indicator systems adopted by two large-scale, high-profile eco-city projects in their planning and project review process: the Sino-Singapore Tianjin Eco-City and the Caofeidian International Eco-city. The Sino-Singapore Tianjin Eco-City employs a 22-indicator system, whereas Tangshan Caofeidian International Eco-City uses a more rigorous, 79-indicator system. Development of both indicator systems involved active participation of leading foreign firms.

Specifically, the study looks at how indicators have been selected and applied. It investigates indicators' implementation process with a particular focus on the roles of various actors involved in this process and compares the original goals of the indicators against their implementation results. It also discusses transferability of those indicators to other projects in different contexts.

Rapid urbanization presents both challenges and opportunities to China's urban planning as a field of practice and an academic discipline. This article argues that implementing an indicator-based approach to sustainable urban development in China should take into consideration China's unique contextual characteristics in social, institutional, and environmental terms.

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Adaptive Management and Planning: The Emergence of a New Role for Policy Evaluation

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Keywords: adaptive planning, policy evaluation, active learning

Evaluation is increasingly believed to be usable in all policy domains. However, policy evaluation in spatial planning in Flanders still occurs predominantly ad hoc and informal. If we want to integrate this evaluation in the policy cycle, a new approach is necessary.

This new approach should take into account the dichotomy of current spatial policies. The duality can be explained as follows: on the one hand, there is a growing awareness of the uncertainties (climate change, economic crisis, ...) and unforeseen circumstances that affect the outline of spatial policy. On the other hand, a growing demand for taking more informed and well-argued decisions is noticeable; the pursuit of a more transparent evidence-based policy. A way to deal with this dichotomy is adaptive management, defined as the continuous learning of the reactions of the 'system' on previous decisions. To keep abreast of these reactions and consequently make the system more resilient, monitoring and evaluation can be seen as active learning principles. This can only be effective if monitoring and evaluation procedures are an integral part of the original design of planning and incorporated from the beginning of the process.

Since the realization of spatial projects increasingly depends on the attitude of different actors, this new approach is only feasible if those actors are involved and a multi-actor setting is pursued. This highlights the need for more participatory forms of evaluation.

In this paper we will first elaborate on the dichotomy of present-day policies. Then, an overview of the literature on monitoring and evaluation processes with regard to the multi-actor evaluation approach will be presented. Finally, we will discuss this new role for policy evaluation in an adaptive planning approach.

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Land Transactions as the Fundaments of Spatial Planning

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Keywords: land market, land policy, development planning

Since a couple of decades many municipalities in the Netherlands pursue an active land policy. This generally implies that municipalities buy land on which houses or offices are planned, and which they prepare for construction before selling it to private developers or housing associations (Needham, 1997). Main reasons for active land policy are 1) having grip on spatial development, and 2) the financial benefits municipalities can make out of active policy (Buitelaar et al., 2007). While land is often bought for future developments, contexts may change. Some are foreseen, such as a change in population size and demographical characteristics. Other are less predictable, such as economic and financial downturns.

This article presents the results of an analysis of municipal land acquisition practices between 1993-2011. The analysis is based on land transactions that are registered at the Dutch Land Registry Office. Estimations on future land needs for housing and are based on official forecasts and parameters (see Van Marwijk et al. 2012).

The last 20 years Dutch municipalities bought about 60.000 ha of agricultural land. Especially in the '90s municipalities were active in buying land. After the year 2000 smaller numbers of hectares were acquired. Rural municipalities have been responsible for buying 69% of the total amount of land, for example in areas around larger cities. The square meter prices that municipalities paid have tripled in 20 years: from €6,86 in 1993 to €22,94 in 2011. However, prices vary among different regions.

The economic crisis has slowed down the pace of land development. Currently, over one third of the acquired land is still owned by Dutch municipalities, of which half is surplus land compared to estimated amounts of land that is necessary for housing and offices until 2025. We argue that regional cooperation can be beneficial for several regions and discuss strategies that municipalities could apply with regard to surplus land.

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Measuring Justice: tensions between scenario-driven planning and equity

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Keywords: sustainability, regional planning, equity

In the United States, efforts to foster more sustainable growth are often based on regional visioning processes where broad goals for metropolitan growth patterns are set. The Obama administration's Office of Sustainable Housing and Communities is encouraging regional planning, building on these foundations. These efforts often rely on scenario planning and indicators meant to link land use changes to environmental, health and social equity outcomes. This paper focuses on the ways the rising use of indicators and scenario-based modeling impedes our ability to focus on actions likely to produce equitable outcomes. Following PolicyLink, we define equity as *just and fair inclusion in a society where all can participate and prosper*. This definition highlights outcomes, process and, more importantly, the connection between them. Metrics focused on progress toward equity outcomes must be rooted in public conversations about priorities and locally-grounded notions of justice. Yet often scenario-based planning processes build on regional visioning processes where more general notions of affordability stand in for equity.

Such efforts hope to provoke change by demonstrating the benefits of different development choices using indicators derived from models. Based on a review of regional visioning and scenario planning processes in the US, and our own experience on such a project team in Central Texas, we argue that such an approach will not address regional inequities for four main reasons: 1) planners cannot substitute their own norms for a robust goal setting process; 2) our limited ability to predict the effects of new planning approaches on equity outcomes undermines social cost arguments; 3) it is hard to connect local choices to regional goals in scenario planning; and 4) emphasis on "return on investment" at the local level has the effect of equating equity to subsidy costs, and works against the idea of sharing across jurisdictions. We advocate refocusing attention on regional goal setting and the need to build the capacity of poorer, more vulnerable groups and communities to voice their concerns. Scenario-based planning then becomes a useful tool for measuring progress.

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SESSION 7-2 Growth Management

The Planning History, Theory, and Politics of the Portland Metropolitan Area's Original Urban Growth Boundary

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Keywords: Regional planning, growth boundaries, state goals

The Oregon Land Conservation and Development Commission's (LCDC) approval of an urban growth boundary for the Portland metropolitan area in December 1979 was arguably the most important decision made during the course of implementing Oregon's statewide land use planning program, and also was a signal event in the history of land use planning in the United States. The boundary has achieved iconic status (Abbott and Margheim), however, there isn't a detailed, comprehensive historical account of the politics of planning the original boundary.

This paper examines the history of the boundary development and approval process, a highly contentious, complex intergovernmental affair that began to unfold during the latter 1960s. It included federal and state government mandates to plan regionally, and, in Oregon, to comply with the nation's only set of legally binding statewide land use planning goals, one of which required a regional urban growth boundary in the Portland metropolitan area. The paper highlights the roles of planners working for the state, regional agencies, city and county planners and elected officials, and 1000 Friends of Oregon, the leading land use watchdog organization in the United States at the time.

The paper also addresses a set of central planning theory questions in the context of the history of boundary planning. Flyvbjerg's argument that power shapes rationality provides conceptual grounding for the study. In the Portland case, the ways in which powerful actors sought to shape rationality at multiple spatial/governmental levels were visible to all participants in the boundary planning process and vehemently and explicitly contested. The conflicts between state-mandated regional-level growth management planning that was intended to discipline the development-inducing infrastructure projects sponsored by competing local governments is another important political and planning theory dimension analyzed in the paper, one that has roots that go back to the early 20th century (Peterson). The ways in which planners at different governmental levels interact with each other and with citizen activists are also analyzed.

The paper is based on extensive use of state, regional, and local archival materials, as well as on interviews with participants.

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Clouds over the Sunshine States? The Demise of Growth Management in Florida and Queensland

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Keywords: growth management, international comparison, Florida, Queensland

Notwithstanding the distance separating them and differences in terms of the planning regimes, central-local government relations, and patterns of urban/local politics, the states of Queensland, Australia and Florida, USA, have distinct similarities in terms of physical characteristics such as geography and climate as well as population growth trends, development history and structure. Both states are late bloomers and both are experiencing higher than average growth rates within their respective countries as a result of being desirable tourism and retirement destinations, both of them have very fragile environments and potentially growing vulnerability to climate change. Similarly, both tried to cope with the development pressures they face through the adoption and implementation of growth management programs.

For two and a half decades after its introduction in 1985 development in Florida was governed by the Growth Management Act (GMA) whereas in Queensland state developed regional plans provided the framework for managing the rapid growth in the noughties. While Florida's GMA established a state oversight of local planning and required consistency between plans, Queensland regional plans required any local plans, policies and codes that relate to the region to reflect and align with the regional plan. The last couple of years brought a parallel change to both of these frameworks. In Florida state oversight of local development has been revoked whereas a change in government in Queensland removed all growth management elements from the regional plans.

This paper compares the urbanization and planning in the two sunshine states of Florida and Queensland highlighting the similarities and differences, evaluates how effective the growth management programs have been, and examines the recent changes and the challenges they bring to the respective states.

Agriculture and Urban Sprawl in the Lisbon Region. What visions for Agriculture in Spatial Planning Documents?

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Keywords: land use, zoning, agricultural reserve, multi-scale, sustainability

New accessibilities, increasing mobility or demand for individual housing in the countryside are well documented factors that contribute to periurbanisation and metropolisation processes. These processes challenge sustainability, e.g. they are extremely space consuming because of their extended, sprawled and fragmented forms. In Portugal, between 2000 and 2006, the rate of conversion of agricultural land in artificial land was 39% (CLC, 2006). These changes are mainly in the littoral and in the metropolitan areas such as the Lisbon region. So this region is reflecting the growth of urban sprawl at the expense of other uses such as the agricultural one.

In the last twenty years, European policy is trying to promote a model of compact and dense city supported by polycentric urban and regional systems, and by urban-rural relations. These policies now perceive agriculture as an essential component of the urban system because it can contribute to the protection of the environment and landscape quality, to the generation of employment, or to food security. So, they are encouraging diversification and multi-functionality of agricultural spaces and activities, and strengthening agriculture in the local planning system.

This paper is developed in the context of the DAUME project (Sustainability of urban and periurban agriculture in Mediterranean regions: ANR-2010-STRA-007-01), and through the Lisbon region case study, it aims to analyze how spatial and land use planning is integrating agriculture as an issue of sustainability and meeting the challenge of extended urbanization. For that it analyses the agriculture issue on spatial planning framework from national and regional guidelines to local zoning. It also looks at urban land use/cover evolution in natural and agricultural areas. Preliminary results indicate that the agriculture is well integrated at regional planning scale but still lacks of understanding at local scale. Urbanized areas are still growing in Portuguese national agricultural reserve and in municipal agricultural zones.

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From Sprawl to Smog and the Roles of Spatial Planning: Aspects of the “Greek Crisis”

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Keywords: urban development, spatial planning, property boom, Thessaloniki

Urban development, in many respects, comprises situations of “crises” in the form of unprecedented growth and de-growth processes or severe socio-spatial and environmental problems. Spatial planning functions as a framework to manage these “crises” aiming to secure better places to live and to set the spatial prerequisites for new investment opportunities. Relations between urban development and spatial planning have always been ambivalent. The post 2008 recession, to which urban development was undoubtedly a contributory factor, brought back to the agenda of spatial planning the longstanding “divisions” between planning as a facilitator of much needed investments and planning as a provider of desired objectives for just and sustainable cities and regions.

The different roles of spatial planning are more complicated in the context of weak planning traditions, often indicating a weak civic society, such as in the case of Greece. Based on evidence from the urban development processes in the city of Thessaloniki over a thirty years period, this paper investigates the roles of spatial planning and its enmeshment with statist and clientelist/corporate practices. The paper elucidates critical stages of the development process and spatial planning in Greece: from the stage of planning illegally built outskirts in the 1980s to that of the property boom and widespread urban sprawl in the 1990s and 2000s and finally to the current socio-spatial aspects of a deep recession. Particular emphasis is given to the nature of spatial plans as the arena where a combination of corporate, local and central, elites played a crucial role. In view of this analysis, the paper questions whether the recent attempts to reform the country’s planning system are adequate enough or whether a wider reform is needed in order to seek for socio-spatial sustainability in hard times.

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Land Development and Management Strategies for Regional Economic Corridors in India – A Tale of Two Mega Projects

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Keywords: land assembly, land acquisition, economic corridors

The rapid population growth has outpaced the planning interventions in most large Indian cities resulting into unplanned, leapfrogged physical development and considerable transport challenges for intra-city and regional traffic. As an afterthought, these concerns have been addressed by formulation of spatial development strategies to guide the rapid expansion and to ease regional traffic movements. This paper is based on two unique case studies of regional peripheral transportation corridors developed in the fringe areas of rapidly growing mega cities in the national capital region of Delhi (16 million people) and in the City of Ahmadabad, India (5.5 million people). These are Kundli-Manesar-Palwal Global Corridor (KMPGC) in Delhi and Sardar Patel Ring Road (SPRR) in Ahmadabad. Both cases employed unique land development strategies and implementation models to achieve the public objective.

The unique development strategy in case of the KMPGC Delhi case involved compulsory purchase of right of way and creation of multiple economic nodes as specialized theme cities, strategically located along its 135 km (84 miles and 325' wide public right of way) of regional peripheral expressway while, the land development strategies in case of SPRR Ahmadabad involved land readjustment (LR) and land pooling technique in development of 76 km (47 mile and 200' wide public right of way) regional ring road. The LR technique is market-friendly, participatory and requires little public money for key infrastructure provision hence useful for budget constrained cities. This paper utilized these two cases, to explain both types of land development processes and the financing models involved in these cases, and compares benefits and constraints of eminent domain and LR technique, especially in context of regional level public asset creation, and in creation of economic development opportunities via new real estate markets as spatial corridors and economic nodes. The paper concludes with a new hybrid model -- a land development strategy for rapidly growing cities, where both model can be used in a hybrid form to achieve regional level public asset, create real estate markets in peripheral areas and achieve a planned development.

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SESSION 7-3 Land Use and Urban Form: Determinants and Impacts

The Impact of Beijing's Land Use Planning on Moderate-priced Housing

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Keywords: land use planning, moderate-priced housing, Beijing

One big concern of the central government and moderate-income households who haven't become homeowners in China is whether housing market can supply adequate moderate-priced and moderate-sized units. Most literature in China attributes the insufficient supply of moderate-priced housing to market failures. Those papers, however, seldom pay attention to the possibility of policy failures. Little empirical research on the economic impact of planning controls has been done in China.

Beijing, as the capital of China, has a population of over 20 million (2011) and still faces strong pressure for growth. The local authority has taken a long-term effort to transfer residents and employment from the central city, which is considered overcrowded, to the suburb. As a result, the central city is a zone of significant planning constraint, while development in the suburb is highly encouraged.

This paper tries to find out whether land use planning depresses the production of moderate-priced housing in Beijing, by comparing housing output in these two zones, the central city and the suburb. First, I estimate the shortfalls of urban housing floor area in each zone using Landis' (1992) method. He assumes that the required number of additional units is supposed to meet the housing needs associated with local employment growth. Second, I estimate the growth rate of housing price in each zone respectively, using hedonic regression of newly-built housing. Third, I observe the change of the dwelling sizes in each zone during the boom and bust, using the average floor area of units in newly-built housing projects as the proxy for dwelling size.

Results show that land use planning may cause a significant reduction of total housing output actually built in Beijing and a faster increase in the price and dwelling size of newly-built private housing in the boom; as Monk and Whitehead (1999) argue, new development does not simply relocate to the area of flexible control; in the boom, Beijing's larger dwellings continue to be built in the central city, while developers and new homebuyers of smaller dwellings are pushed out to the suburb by the pressure of land and housing costs. As a result, land use planning may reduce the housing opportunity of moderate-income households who haven't become homeowners.

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The Relationship between Land Use Planning and the Supply of Dwellings and Neighborhoods: New Directions for Research

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Keywords: land use policy and planning, housing supply, urban built form

While there is a considerable amount of literature in both urban economics and planning investigating the impact of land use regulations on housing prices, less attention has been devoted to the role that the tools of land use planning play in determining the supply of different dwelling and neighbourhood types. This paper explores and summarizes existing research linking land use regulations with the supply outcomes of both a variety of housing typologies (e.g. single family detached homes versus multifamily dwellings) and the development of walkable and new urbanist neighborhoods versus more conventional suburban communities in both North American and British contexts. This research is increasingly important considering the rising demand for walkable, urban communities due to altering consumer preferences, changing family structures accompanying demographic shifts, and concern over climate change, sustainability and rising energy costs (Myers and Gearin, 2001). Understanding the elements of the land use regulatory system which might have the greatest impact on the development of alternative housing and neighbourhood types could be essential in guaranteeing that these communities are successfully built.

Based on our findings, we argue that there are not only a shortage of studies linking land use regulations with dwelling and neighborhood supply outcomes, but that many studies look at only a selection of regulations, and do not consider the network of planning tools (Fischel, 1985, Gyourko et al., 2008, Levine, 1999) that are systematically and concomitantly employed to constrict or encourage housing and neighbourhood developments. Moreover, we contend that many studies examining the effect of land use policies on dwelling and neighborhood supply outcomes could benefit from a mixed-methods approach where formal analytical models test for the presence or absence of regulatory effects, while the nuances of how regulations are applied and the provisions and exceptions that are made in planning review are captured in interviews with planning practitioners and developers. We conclude with suggestions for how planning and dwelling and neighborhood supply studies can be meaningfully designed in future research projects.

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From Minimum to Maximum Parking Standards: A Matched-Pair Approach to Evaluating the Residential Parking Reform in London

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Keywords: parking standards; residential developments; off-street parking; matched-pairs; London

Minimum parking standards, which require builders to provide with housing a certain amount of off-street parking spaces, have been a widely adopted planning instrument for regulating off-street parking and preventing the overcrowding of on-street parking. However, the policy has also been accused for creating an oversupply of parking spaces that contributes to auto dependency, congestion and urban sprawl. Following a national policy towards sustainable transport in the U.K., the Greater London Area has gradually replaced local minimum parking standards with maximums since 2002. New parking supply has shrunk substantially afterwards.

The London reform has not only lifted parking minimums, but also imposed caps on residential parking supply to constrain the external costs of driving. This creates a conundrum for evaluating the outcomes of the reform: which matters more, the elimination of minimum standards or the enactment of maximum standards? In other words, should other cities copy London's practice to cut down their parking stocks, or is removing minimum standards all they will need?

The present study addresses that question using a matched-pair approach, which links neighboring residential developments before and after the reform, i.e., built under minimum and maximum parking standards, respectively. By comparing the actual parking supply to relevant parking requirements for around 500 matched-pairs, we develop estimators to capture the "binding" effect of the minimum standards and the "capping" effect of the maximum standards. The matched-pair approach also allows an assessment of the overall effect of the standard switch and subsequent multivariate analyses to explore how the policy impact interacts with public transit accessibility and density.

The study provides solid empirical evidence to the ongoing debate around parking standards and helps policymakers better understand how the market reacts to parking minimums and maximums. The policy implications are not only relevant for developed nations that are reconsidering parking policies and looking to reformative changes, but even more important for developing countries that are experiencing rapid growth in automobile usage and reinforcing minimum parking standards to cater for the soaring parking needs. The results will lend useful insights into the design of more efficient, sustainable planning and parking policies.

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Relationship of School Siting and Neighborhood Design in Tennessee

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Keywords: school siting, neighborhood design, walkability

The location and condition of public schools have a significant impact on neighborhood safety, stability, preservation, traffic congestion, air quality, student health, and child development. From an economic perspective, public schools are often the single largest category within the operating budget of most U.S. states and within the capital budget of many state and local governments, and a significant impact on the economic value of properties surrounding schools. School quality has an important influence on family household and business location decisions.

McDonald (2010) traces the influence of city planning on public school siting during the early 20th century, but says the professional planning field “largely ceded school siting to school districts in the 1950’s and 1960’s.” Recent attention suggests planning the location of school facilities is a particular concern for both school systems and local government, given the large sums of public dollars spent on land, construction, and infrastructure (Sharp 2008, Norton 2007). Interest in reconnecting schools and community planning is part of larger movements within organizational life and public administration. There has been a movement away from silo-like decision making to more integrated and strategic approaches to planning and management due to global and other competitive forces.

This paper explores the relationship between school siting and neighborhood design by comparing public k-12 schools and surrounding neighborhoods in Tennessee using geographic information systems. Schools are characterized by location, school site size, construction date, structural condition, renovation date, etc. This inventory includes existing and closed schools 2000-2010. Neighborhoods will be characterized by air quality, residential health, urbanization, demographics, walkability, land use, etc. Data sources include U.S. Census, Tennessee Department of Education, Tennessee Advisory Commission on Intergovernmental Relations, Tennessee Office of Information Resources, and Treasury Division of Property Assessments.

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SESSION 7-4 Regulation, Implementation and Land Use

Multi-Level Governance of Flood Hazards: The Case of Municipal Flood Bylaws in British Columbia, Canada

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Keywords: land use planning; flood risk management; British Columbia

The text of the abstract should be Arial 11 point, justified and not longer than 400 words or up to one page including references. The abstract should briefly outline the paper's / poster's /panel's objective(s); context; central theme or hypothesis; methodology; expected outcomes; relevance of the work to planning education, practice or scholarship; and preliminary bibliography consisting of 2-3 relevant references.

Municipal governments are often reluctant to voluntarily adopt land use plans and bylaws that can help reduce losses from natural hazards. After major floods inspired the federal government of Canada and provincial government of British Columbia to mandate and monitor flood risk management activities in British Columbia municipalities, the senior governments "downloaded" responsibility for risk management back to municipalities in 2003-2004. The provincial government simultaneously published a set of guidelines for municipalities to follow in developing flood bylaws. We identify reasons to be concerned that these guidelines will be insufficient to foster effective municipal flood risk management. We analyze the content of 55 municipal bylaws to determine the extent to which they are consistent with the guidelines and "best practices" in flood risk management. We find that the guidelines have not been successful at fostering widespread municipal participation. We recommend that provincial/state governments (1) require municipalities to adopt flood bylaws that include effective standards for addressing flood risks, and (2) make disaster assistance available only to those municipalities that engage in adequate flood risk management.

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Form Follows Function? How America Zones

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For nearly a hundred years, most urban development control in the United States has been exercised through municipal zoning—a system that divides cities into districts and imposes different rules of building for each district. In the American tradition, zoning regulates three aspects of the built environment: land use (or function, typically categorized as residential, business, industrial, etc.), shape, and bulk (Kayden 2004). It could be said, however, that out of the three, it is land use that forms zoning’s “structural core” (Kwartler 1989: 195; also Levy 2011). In its focus on land use, as well as on strict preemptive rules (as opposed to English-like discretionary planning, for example), the American system may be unique in the industrialized world (Hirt 2012).

Over the last few decades much attention in the United States has been focused on the need to reform traditional zoning. Reform advocates have criticized it on economic, social and environmental grounds and have proposed a number of alternatives, including performance zoning and form-based zoning. Some scholars argue that the old system has reached its twilight years (Ohm and Sitkowski 2003). Yet others claim that reforms have been timid (Levine 2006). Empirical research has yet to systematically examine the state of U.S. zoning *in practice*. Has zoning practice caught up with emerging concepts in planning theory? This article attempts to help answer this question by studying zoning in 25 of America’s largest cities. The focus is on the extent to which zoning encourages mixed uses, as opposed to land-use segregation. The article introduces aggregate data on the 25 selected cities. Then, it discusses four case studies in greater depth (Cleveland, Fort Worth, Denver and Las Vegas). Based on the findings, the article argues that although several attempts to reform zoning are underway, the system’s core premises are yet to be fundamentally changed.

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Controlling of the Implementation of the of Swiss Cantonal Comprehensive Plans

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Keywords: Swiss cantonal comprehensive plans, controlling, implementation

In the Swiss planning system the cantonal comprehensive plans are the main strategic instrument for spatial development. They contain the objectives of the cantonal authorities for the spatial development and the measures to achieve them and therefore concretize the Swiss federal Land Planning Act on the regional level. In the course introducing the new public management paradigm in Switzerland in the past two decades several cantons established pragmatic controlling tools to assess objectives, effects, and implementation of their comprehensive plans (Schultz et al 2003). Many of these controlling tools lack an adequate theoretical and methodological basis and therefore reflect the general gap between planning theory and practice (Berke and Godschalk 2009).

Our research addresses the following question: How could a standardized plan-implementation controlling tool for Swiss cantonal comprehensive plans look like? Since cantons differ in administrative structures and planning traditions, cantonal comprehensive plans show different planning philosophies and formal characteristics. The controlling tool has to accommodate these differences.

Specifically, based on a literature review in the field of planning and evaluation theory a methodological framework is designed. By the use of content analysis the comprehensive plans are typecast and assessed on accepted plan quality standards. Then qualitative indicators for plan implementation assessment are developed. By implementing all indicators to all types of cantonal comprehensive plans we test the applicability of our tool.

The evaluation of the existing instruments and the establishment of a prototypical controlling tool will help practitioners improving existing controlling tools. In addition, a standardized approach allows a benchmarking, i.e. a systematic comparison of implementation among cantons and facilitate knowledge-transfer about plan implementation and formal plan quality. Because our research explicitly addresses plans with different planning philosophies and formal characteristics, we expect that the findings can be transferred to regional or state-level strategic planning beyond Switzerland.

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Green Infrastructure in the City of Vancouver, BC: Analyzing Regulatory Policy and Outcomes

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Keywords: urban commons; common property planning; green infrastructure; common space
development regulation

The Canadian city of Vancouver is the most cited case of sustainable urban development in North America. With a focus on quality design and planning (Punter 2003; Berlowitz 2005; Timmer and Seymoar 2005; Harcourt, Cameron et al. 2007), the city has developed multi-functional and multi-scalar urban green space/green infrastructure, in the public, semi-public and private realms. Initially relying on the traditional approach of public parkland reserves, since the 1980's the city expanded to a multi-level regulatory approach including development linkages and public-private partnerships to create urban green infrastructure at a variety of scales, ownership patterns and management schemes. While effective in developing a connected and visually pleasing urban green infrastructure system, the question remains: how well does this system function as an urban commons and fulfill urban infrastructure requirements, particularly the demands of climate change adaptation?

This case study takes a multifunctional and multi-scalar view of urban green infrastructure, looking at the functions of green space for habitat and ecosystem support, food production, recreation and the ability for a region to maintain a healthy water budget and mitigate urban heat island effects. The paper analyzes the spectrum of scales from large, regional common open space patches such as Stanley Park, to localized neighborhood parks, site scale semi-public areas surrounding residential towers, to the green walls and roofs that are beginning to dot the city. A typology of urban green infrastructure is created, based on a quantitative GIS analysis of area, patch size, facilities and distribution, cross-referenced by the regulatory mechanisms that produced it.

Within this context, this paper looks at urban green infrastructure in Vancouver from two points of view: first as a typology; and secondly, how the policy, mechanisms and goals of various planning efforts have led to the unique configuration of green infrastructure in the city. The success (and failure in some respects) of the city to save and create significant, multi-functional green space that serve multiple green infrastructure goals provides a case study that is instructive to other cities around the world.

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Land Use Policies in Local Food Clusters

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Keywords: civic agriculture, cluster, land use policy, local food

The rapid growth in “civic agriculture” or local food systems has been discussed in both the sociology literature (Lyson 2004) as well as the planning literature (Lapping 2004). Lyson (2004) defines civic agriculture as “a locally organized system of agriculture and food production characterized by networks of producers who are bound together by place” (p.63). This concept is similar to an industrial cluster except focused on agriculture and food. Brasier et al. (2007) examined small farm clusters in the Northeast using Porter’s definition of industry clusters. They identified agricultural clusters through discussions with key individuals and found a number of ways that these clusters can be supported and nurtured. Although agricultural clusters were identified, we don’t know if they developed intentionally or not, or if land use policies played a part in forming them. The formation of these clusters is of interest and Thibert (2012) suggests actively integrating urban agriculture into existing land use policies like plans and zoning ordinances if urban agriculture is going to play an important role in supplying food within cities. The explicit assumption is that land use policies, and thereby planning, can play an important role in urban agriculture. Lyson(2004) claims that civic agriculture should foster land use policies that protect active farm areas from random residential development and enact and enforce zoning codes that allocate land into areas of nonfarm development, areas of natural preservation, and areas for agricultural production.

This paper represents one part of a larger research agenda that is focusing on the impact of civic agriculture or local food systems on communities, both economic and non-economic. For this paper, our primary research questions include: Are there geographic clusters of civic agriculture in Wisconsin? What are the local land use policies in each cluster? Are these policies playing an important role in the cluster? In this paper we identify spatial clusters of small and medium farms along with small scale food processing and manufacturing. We use Community Viz and ARC-GIS to identify the clusters. The result of this GIS analysis identifies county-based food clusters. We then evaluate comprehensive plans and zoning ordinances to understand their role in each cluster. Within those documents we look for a range of factors including for the plans: goals and objectives, inventory and analysis, and language strength; and for the ordinances: lot size, agricultural districts and associated permitted uses, and residential clustering.

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SESSION 7-5 Planning Process 1

Evolution of Future Land Use Planning in Central Florida: Stagnation or Innovation?

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Keywords: comprehensive plans, growth management, land use maps

Since the 1950s and ultimately bolstered by federal regulations and the guidance of T.J. Kent and F. Stuart Chapin, the land use map has ascended to a central place in the local comprehensive plan (Kaiser & Godschalk, 1995). In reporting the total number of local comprehensive plans in the United States, Kaiser and Godschalk (1995) state: "it is safe to assume that most, if not all, of these plans contain a mapped land use element." (p. 365)

Though Kaiser and Godschalk (1995) chronicle the evolution of land use plans over time, few studies have explicitly examined the evolution of future land use maps and policies over time. In Florida, the 1985 Growth Management Act required that every local government develop a future land use element, including a map, according to explicit criteria. Specifically, the statutes required for inclusion of "the proposed distribution, extent, and location" of generalized land uses in Euclidean categories (Future Land Use Element Rule, 1986). Despite uniform criteria for designation across jurisdictions and over time, as local jurisdictions have amended and adopted new comprehensive plans, preliminary research shows future land use maps and policies have evolved to include hybrid mixed use categories, transfer of development rights, and minimum density thresholds.

This paper examines the evolution of future land use maps and policies in central Florida from since local comprehensive plans were adopted in the early 1990s. Relying on historical and current future land use maps and comprehensive plans, we describe the changes in types, locations, and densities of future land use map categories and policies. We assess the implications of the evolution of future land use maps and policies on development patterns. This study builds on previous work examining plan quality and development outcomes in Florida, and adds to the literature on the history of land use plans (Lewis & Schindewolf, 2012; Deyle, Chapin & Baker, 2008).

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Urban Transformation in Istanbul: Cause and Consequence of a Long-term Legalization Policy

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Keywords: Informality, Legalization, Transformation, Gecekondu

A growing number of papers and scholarly works on planning in Istanbul use the neoliberal framework (Smith 2002) for understanding and interpreting the motives of large-scale government led urban transformation projects. These government led projects are seen as a means of including a large amount of valuable informal land within the expanding property market. Within this framework the gecekondu owner, the proprietor of the informal land/house, is portrayed as a participant who has unexpectedly been forced to contend with a push for liberalization. This paper aims to provide a more pronounced definition of the actors involved and re-cast the gecekondu owner as an active participant in the long-term land development process. This will be achieved through a revisit of a case study (Demires 2001) that was conducted in 1999 in a well-established gecekondu neighborhood, Rumelihisarustu/Fatih Sultan Mehmet, in Istanbul.

Until recently gecekondu settlements have been the main land development and housing provision scheme for the large influx of migrants from rural Turkey into Istanbul. As the neighborhoods developed, informal and formal networks were created to negotiate and lead development with sporadic legalization efforts. The original case study has shown that actors who were involved in the development phase of the neighborhood until 1999 willfully ignored the consequences of developing without a legal framework in a natural hazard area. However recent policy built upon the threat to life and property by a 'looming' earthquake opens the door for legalization and normalization through a transfer of land to private developers. This paper will explore the effects of the recent policy through the case study and argue that one of the key forces driving this policy was the inevitability of acknowledging public good. Placing the 'urban transformation' projects within a long-term view will be critical in understanding the forces in the legalization of the land market in Istanbul.

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Planning and 'Viability': is Decision-Making Now Taking Place in a Vacuum....?

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Keywords: planning, viability, NPPF, open-book

The importance of scheme 'viability' to the deliverability of English house-building proposals has become an increasingly key determinant in how planning applications are now being evaluated. Fundamental to the National Planning Policy Framework (NPPF) is the tight description of 'sustainable development' in terms of a scheme's 'viability': that is, as presented by the house-builders and land-owners involved.

This paper considers the nature of planning 'viability' in relation to central and local government aspirations to encourage 'sustainable' housing growth, noting the influence being exerted by think-tanks and professional interests on how 'viability' should be understood. It examines how 'viability' is at the heart of the current readiness to 'rework' planning conditions and agreements previously obtained from local planning authorities, and reviews notions of 'risk' associated with such ostensibly fragile developments.

Questions are then raised on the extent of evidence being submitted by planning applicants where they are claiming an inability to satisfy local planning policies in full, and on the ability of local planning authorities to interrogate such claims. In particular the paper examines whether detailed information is routinely sought by planning authorities concerning crucial aspects of economic evaluations like land ownership, registrations and valuations; site purchase options; and construction costs, sales and receipts: the concern raised here is that such evidence is in short supply.

Suggestions are put forward for what evidence local planning authorities might require from planning applicants, if applications seek to leave key elements of planning policy unmet, and to the specific requirements that could be inserted within local policies in order to have transparent benchmarks for what detail should be supplied when 'viability' issues are being raised.

Finally, some attention is given to other concerns about the growing pre-eminence of contemporary 'viability' assessments – namely that subjecting public policy to the possibility of infinite invalidation by successive challenges to local planning obligations could lead to a drastic reduction in the quality of built development, and ultimately undermine community support for a democratic planning system.

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Ensuring Public Accountability for Planning Decisions about Housing Development Projects

A Comparative Case Study of
Cambridge Southern Fringe in England and Pijnacker-Zuid in the Netherlands

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Keywords: flexibility, public accountability, plan implementation

This paper aims to give insights on what are the crucial decision points involving flexibility in implementing plans for new housing development projects (Buitelaar and Sorel, 2010); what are the roles of the elected body and the executive of a municipality in those decision points (Korthals Altes, 2010), and how can the relation between plan and implementation be improved through those decision points (Loh 2012). Around those decision points, any change in the plan is supposed to be publicly accounted well so that the chain between plan and implementation can be maintained well. How public accountability works in practice is thus another question to look at together. This paper compares a housing development project on a growth site of Cambridge in England to that of Pijnacker-Nootdorp in the Netherlands as a way of answering those questions. Under the legal regime of land use regulation different from each other yet sharing similarities, each case unfolds how differently public accountability is constituted around important decision points linking plan to implementation and thereby how their outcomes are likely to be improved.

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SESSION 7-6 Planning Process 2

The Land Use Strategies of Local Authorities in the Aftermath of New Public Management: Impacts on Spatial Development and Sustainability

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Keywords: New Public Management, local authority, policy instruments, property rights, spatial development strategies

This article focuses on the strategies followed by Swiss local authorities to shape their spatial development in a context where the public sector is under pressure to increase its cost-efficiency. In this new context I analyze how local authorities utilize different policy instruments (Hood, 1983; Lascoumes and Le Galès, 2005; Peters, 2002) stemming from private law (public-private partnerships, non-monetary compensations, long-term leases, public property) or public law (land consolidation/reallocation, inciting instruments such as taxes and subsidies, use quotas, building obligation) to complement planning instruments (binding general plans, non-binding master plans, zoning, private plans).

Paradoxically, even though New Public Management (NPM) calls for a slimmer public sector (Schedler, 2003), the need to back up the implementation of land use plans through other instruments becomes greater in order to restrain our society's footprint on land and its impact on global issues such as climate warming or natural habitat destruction. My research is broadly positioned within the critical literature on NPM that examines the impacts of the new managerial models on spatial development. It analyses the use of private-law instruments and incentive instruments by local authorities within the broader context of public regulatory action (land use planning), insisting on the fact that this combined appraisal is necessary to understand the impact of regulation on land uses.

In my article, I present the final results of a survey which provides a broad comparative overview of the strategies of 19 Swiss local authorities. Local authorities are conceptualized as heterogeneous entities whose members (legislative, executive, city planners, public funds managers, building managers) defend partially different interests but share the need to assert themselves in a competitive context where their competences are challenged by private or public actors defending competing agendas. In each local authority semi-structures interviews were carried out with a member of the executive and with the heads of the planning and finance departments. Two main hypotheses linking NPM and local authorities' spatial development strategies are discussed. My results show that NPM plays a pervasive effect even in those local authorities who pretend to resist its implementation. However, the results also show that local authorities do not implement NPM passively, but reinterpret its principles, adapt them to local specificities, or even distort them. As strategic actors, local authorities use the new instruments promoted by NPM to defend their specific interests. In the conclusion, I present a tentative typology of spatial development strategies of local authorities according to their response to NPM.

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A Relational Approach to Implementation of the European Landscape Convention in Sweden

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Keywords: Policy implementation, European Landscape Convention, Collective action frames

It has been stressed that The European Landscape Convention (ELC) can serve as an umbrella for issues of democratic inclusion, landscape as a part of quality of life, questions about management and economization of land and water resources and conflict management, to summarize - key issues for sustainable development (Prieur and Durosseau, 2006). Since the Council of Europe agreed up on the convention in 2000, a number of scholars have been written about ELC and its implementation. For Olwig (2007) the treatment of ELCs discursive tensions is a major challenge. From his analysis it is possible to identify three main themes of discursive “tensions”, 1) the meaning of landscape, 2) the relationships between regions and national governments and 3) approaches to implementation of ELC.

Policy implementation has often been guided by firm traditions, routines and roles that fueled an instrumental, technical approach. Today policy implementation is seen as a process that concerns a variety of players involved in putting the policy into practice i.e. a form of governance to accomplish collective action. Healey (2007) has suggested a relational approach in order to highlight the scope of collective sense making and action. Inspired by Healey I have in this study used a conceptual framework that includes three interconnected themes, 1) meaning making i.e. the evolution of framing concepts and ideas, 2) policy community i.e network of relations that articulate and operationalise policy issues and 3) strategy-making practices for mutual engagement and action.

Resilience will in this paper be interpreted as the capability to translate ELCs policy intentions (despite its discursive tensions) to collective action frames. Results from an ongoing study on ELC management in the Swedish context on national and regional policy level will be presented. The paper contributes with a relational approach to analysis of policy implementation. Key players and the formal organizational structure of ELC implementation in Sweden will be presented. Findings on player’s capacity to identify core framing tasks and collective actions frames for strategy-making practices will be discussed.

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Spatial Planning Conflicts in Portugal: The Case of the Tourism *Versus* Territory Conflict on the Alentejo Coast.

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Keywords: Tourism spatial planning, land use conflict, stakeholders' interests, conflict management

Spatial planning in Portugal is characterised by conflicting positions between a variety of actors from the public and private sectors and central or local government, as well as between the divergent interests of organisations that focus on economic growth versus those that defend the conservation of nature. Accordingly, the relationship between the representatives of these stakeholder groups is often adversarial. The prevailing spatial planning system is not prepared for successfully managing such conflicts. Based on the identification of the current problems in the implementation of the existing land management legal framework, we conclude that there are no mechanisms provided for to guarantee an appropriate balance of public and private interests in spatial planning (this goes directly against the principle of coordination rooted in the Basic Law on Land Use Policy and Urban Planning). This paper addresses specifically the problems that contribute to the current conflicts between tourism development and the land use and natural resource management. To this end, a study case is presented: the *Troia-Melides Coast (AlentejoCoast, Portugal)*, a coastal area with high natural protection value, currently under pressure from urban and tourist developers. In the course of the study 26 stakeholders were interviewed. The main conclusion is that, unless a structural change of public policies is brought about, the use of a collaborative approach to conflict management between tourism development and spatial planning may be very difficult to achieve, in order to overcome those conflicts.

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Creating and Maintaining Livable Communities: Perspectives from Academia

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Community livability, like many concepts in city planning, is like Mr. Justice Stewart's definition of pornography in the early 1960's: he didn't know exactly what it was, but he knew it when he saw it. Several years ago, David Godschalk (2004), a leading academic planner, noted that livability "does not come packaged in a single accepted definition". For Godschalk, the concept involves the everyday physical environment and place making. On the one hand, community livability includes traditional city planning ideals of economy, ecology, and equity. On the other hand, livability involves the use of public space, transportation systems, and building design. Community livability is a concept that is important at the level of the house, the block or the neighborhood. It is also important in broader contexts, such as the metropolitan region.

Here in the United States, livability has been a prominent concern of reformers since the urbanization and industrialization of the second half of the 19th century. Livability has been a central issue for American city planners, since the emergence of the profession in the early part of the 20th century. Underlying the City Beautiful movement, early city plans such as Daniel Burnham's Plan for Chicago, and the work of the McMillan commission in planning modern Washington, D.C. was a deep, enduring passion to make the city a more livable place by providing recreational space, by creating more attractive streets and public space, etc.

This roundtable will present perspectives from a group of academics from across the USA, Canada and England on the topic of creating livable communities. These academics have differing perspectives on this topic and relevant experiences which will enrich the panel discussion. The development of livable communities is becoming an important and relevant part of urban planning, urban design and policy planning. With the desire by urban planners throughout North America and Europe to move from communities that are often described as sterile and boring places to live, it is important to understand the factors that make communities livable. This round-table will focus on approaches to creating and maintaining livable communities throughout the world.

The audience will be engaged heavily in the discussion. By using this format for the roundtable, which I have used before, lively discussion will be ensured that will have significance and relevance to those attending the roundtable. This is the positive aspect of this format.

Key words: livable communities, international perspective, relevant experiences, urban design, urban planning.

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SESSION 7-7 Mixed Uses in Time and Space

Mixing Uses in the Same Building: Planning Processes and Project Outcomes

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Around the world, mixing land uses has become firmly established as a positive approach to city building, espoused in the New Urbanist, transit oriented development and sustainable development planning paradigms. Mixing land uses such as market residential, non-market housing, retail, commercial offices, light industry, institutional and civic facilities are intended to provide a range of positive benefits. These include the prospects of local economic growth and prosperity, better social integration, improved accessibility, greater transportation options, and more vibrant, animated streetscapes (Grant, 2002; Cervero, 1988; Jacobs, 1961; Frumkin et al., 2004). This fine-grain mixing of land uses can take place in either adjacent building structures, or within the same building envelope. The purpose of this paper is to explore the innovative regulatory frameworks and institutional partnerships that have made possible creative mixes of public and private uses within the same building, and to identify the planning outcomes of these facilities.

The paper draws on three case studies from Toronto, a city where numerous creative mixed use buildings have recently been developed: the construction of a public high school, funded by the building of high rise condominiums directly above the school; the preservation and repurposing of a heritage sports arena with a supermarket in half the building, and a public university's student athletic centre in the other half; and the development of a special purpose cinema for Toronto's international film festival, funded in part by the development of a high rise condominium tower above.

Through interviews with key informants involved in project planning, and surveys with facility users and neighbouring residents following project completion, I demonstrate how these institutional partnerships between public and private sector actors made possible developments that neither partner could have realized on their own. I also show how these innovative mixed use buildings create vitality and value within the local communities in which they are located.

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Measuring the Externality Effects of Commercial Land Use on Residential Land Value

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Keywords: commercial land use, spatial concentration, neighborhood scale

The text of the abstract should be Arial 11 point, justified and not longer than 400 words or up to one page including references. The abstract should briefly outline the paper's / poster's /panel's objective(s); context; central theme or hypothesis; methodology; expected outcomes; relevance of the work to planning education, practice or scholarship; and preliminary bibliography consisting of 2-3 relevant references.

Participants can present only one paper although they may be co-authors in more papers. In the event of more than one abstract being accepted, we kindly ask you to withdraw abstracts as necessary. Participation in roundtables, however, is allowed in addition to paper presentation.

Two contrasting theories purport to explain the effects of neighborhood land use composition on residential environments and land values. Proponents of traditional zoning systems argue that segregating land from non-residential use protects residential environments from negative externalities such as noise, litter, and congestion. On the other hand, according to the contemporary planning principles that constitute New Urbanism and Smart Growth, mixed land use lessens distances to desired destinations, thereby not only decreasing household transportation costs but also fostering more walkable and vital neighborhoods.

This study focuses on the externality effects of commercial land use and attempts to empirically investigate how the advantages and disadvantages of commercial land use, referred to as "proximity effects" and "disamenity effects" respectively, affect residential land values. Using data gathered in Seoul, Korea, we pay attention to two particular aspects of commercial land use: spatial concentration and neighborhood scale. Spatial concentration is determined by the number of commercial employees present in the buffer zone around an individual residential parcel. GIS techniques enable us to apply four geographically distinct neighborhood scales as we compare spatial concentrations in and across commercial zones. Quadratic regression analyses of our data show that a higher spatial concentration of commercial land use in a neighborhood initially results in increased residential land values, but drops off beyond an optimal point.

Planning and Temporary Uses: Regulating Food Trucks in Portland, San Francisco and Chicago

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Keywords: temporary uses, local ordinances, regulation

In the current economic climate, development and redevelopment in cities has proceeded slowly where it has occurred at all. This has left vacant storefronts, buildings and lots in neighborhoods and business districts throughout North America. The hope and expectation is that, eventually, these will be put back into productive use either in their current form or a form better suited for a new, more desirable use. In many cities, planners, developers and politicians have set to work on creating plans for this future. However, it is not clear when the economy will recover. In the interim, these sites continue to sit vacant.

At the same time, some planning scholars and practitioners have become interested in the potential of temporary uses to promote short-term, economically viable use of a site while also promoting creativity and entrepreneurship (Andres 2012, Gerend 2007, Haydn and Temel 2006). Temporary art installations, pop up restaurants, and mobile vendors can all provide interim uses for sites. Yet, comprehensive city plans rarely, if ever, consider the interim use of sites, and temporary use ordinances are traditionally designed to restrict rather than encourage temporary uses.

This paper explores the tensions between the potential benefits from promoting creative temporary uses of vacant sites and existing temporary use ordinances, as well as the conflict between standard planning documents which envision the permanent future use of a site but not the temporary interim use. Related to the conference theme, these tensions have implications for the ability of places to tolerate and adapt to changing socio-economic conditions. This paper explores these themes through case studies which examine the development of proposed regulations of food trucks in Portland, San Francisco and Chicago.

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Contradictions of Community Land Trusts in the US: decommodification and asset building

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Keywords: Community land trusts; asset-building; affordable housing

There are over 200 Community Land Trusts (CLTs) in the US providing “affordable homeownership” to approximately 7,000 households. These households tend to be first-time homeowners; have incomes of approximately 65% of area median income, and have lived in their CLT homes for less than five years. CLTs in the US, then, appear to provide a pathway into homeownership for low- and moderate-income households. Indeed, many in the asset-building movement in the US are pointing to CLT homes as a vehicle for asset-building and wealth accumulation. Similarly, the national trade organization of CLTs advertises this aspect of CLTs in working with potential homeowners, funders, and governments.

This focus is a departure, however, from those who first experimented with CLTs in the US; these advocates and theorists understood land as a common heritage not as a commodity. Furthermore, they understood land as a complex web of social relations, saw the CLT as a vehicle to decommodify land, and, moreover, as a vehicle to balance individual and community interests in land. This appears to be a contradiction between what makes CLT ownership unique, on the one hand, and goals it is now being asked to serve, on the other. If that is so, what is the range of experiences and relationships of the community-level CLT leadership to urban land, to neighborhood, to community, to the city? How do they understand their work? And, finally, what are the implications for the transformative potential of CLTs?

Using qualitative methods, I will explore this question in a range of CLTs (reflecting variation in organizational structure, goals, and scale of operation). I will collect data on the role and meaning of urban land and ownership for individuals, organizations, and the community, paying particular attention to how individuals and organizations both shape this meaning and are themselves shaped by it.

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SESSION 7-8 Plans and Outcomes

Major overview of the Portuguese Land Readjustment Practice in Detail Plans

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Keywords: land readjustment; equity; detail plans

The planning process itself is intrinsically discriminatory. One particular aspect of this discriminatory nature is the unequal distribution of property rights on land, which can have a negative or positive impact on the real estate's market value.

Under the principle of equity, Portuguese law stipulates the existence of equity mechanisms (known in Portuguese as mechanisms of *perequação*, which is generically the equivalent of the term land readjustment used in international literature), in order to eliminate, or at least mitigate, inequalities in this process. Having marked a decade of the existence of equity mechanisms in the Portuguese legislation and with a review of the legal framework for spatial and urban planning in the pipeline, it is considered both fundamental and opportune to change the regulation and practice of the urbanisation process, with some aspects that have been overlooked in Portugal being worthy of special reflection, namely the need for regulation of the land valuation procedures, the financial viability conditions and the risk transfer process in urban operations.

With the aim of improving understanding of the application of equity in land use planning and how to overcome the lack of effectiveness of the instruments in the Portuguese legislation for achieving this, our team is involved in a comprehensive research project that was launched in early 2012. This project – “PERCOM - Equity and efficiency in the urbanisation process: a land readjustment execution model” – aims to contribute to proposing a more efficient land readjustment execution model with a view to addressing the problem of the conjugation of interests in the urban development process.

The purpose of this paper is to present a characterisation of the application of land readjustment models and mechanisms proposed in the detail plans that have been approved since the principle of equity was enshrined in Portuguese law in 1999.

For the purpose of characterising the detail plans, a reference framework for analysis of the documental contents of the plans was drawn up in advance. At the same time a survey of all Portuguese municipalities is being carried out to identify obstacles and receive suggestions for better “operationalisation” of land readjustment, as well as determining the degree of execution of the plans and the alignment with the readjustment guidelines.

Thus, in this paper the results of the analysis of the plans are summarised, a plan classification system in accordance with the level of development of the land readjustment model is tested and the preliminary results of the aforementioned survey are presented.

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Settlement Policy, Land Use Zoning and Regulating Development: A Review of the Reform Agenda in Ireland and England

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Keywords: zoning localism reform

In recent years, significant and far reaching reforms in the operation of strategic planning systems have been announced by governments in Ireland and England. These reforms can be understood as specific central government responses at national level to perceived problems with local land use zonings. Almost contemporaneously, in England the government has revoked Regional Spatial Strategies and enacted legislation to allow for neighbourhood planning and in Ireland the government has introduced legislation designed specifically to strengthen the ability of the regional planning tier to control residential land use zoning.

In England neighbourhood planning is presented as a means of offering communities more discretion over zoning whilst offering incentive to address the problem of poor delivery of housing. In contrast, the regional planning tier in Ireland has been considerably strengthened as a direct government response to the consequences of over-zoning largely facilitated through a highly localised development plan system.

This paper examines how two adjacent jurisdictions with very similar planning systems have decided to pursue such divergent approaches to land use zoning. The two examples indicate fundamentally different political perceptions of the efficacy of top down control over land use zoning and provide some insights into the changing relationship between local, regional and national approaches to land use zonings in both cases.

The paper will present detailed research on how effective the Core Strategies required by the 2010 Act, have been in managing residential zoning in Irish Development Plans. This is contrasted with the emerging experience in England where the opportunity for a "bottom up" regime of neighbourhood planning is now in place. The paper questions the way in which the parameters for local land use zoning are considered in the two countries and asks whether Ireland may ultimately regret the decision to constrain local plan making in this way or if the decision in England's case to allow localism to determine the delivery of strategic and national goals for land use zoning will be reconsidered.

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Searching for Certainty: Revisiting the Relationship between Plans and Decisions

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Keywords: certainty, plans, decisions

This paper revisits the relationship between formal plans and individual decisions. Each planning system is premised on a relationship between formally approved or adopted plans and individual planning decisions. The relationship is often enshrined in planning legislation. An important part of that relationship is the approach adopted within any planning system to the issue of certainty. One of the key functions of plans is to provide a greater element of certainty to a decision-making situation than would exist in the absence of a plan. However, decision-maker flexibility is also a prized part of any planning system. Consequently, the definition of an appropriate balance between certainty and flexibility is a matter of continuing relevance in most planning systems. Recent reforms to the planning systems in England and Wales provide the context for revisiting the relationship between plans and decisions and the extent to which plans offer degrees of certainty in planning decision making. The paper reports on recent reforms to the planning system in Wales where this fundamental relationship between plans and decisions has been under scrutiny. Several research reports have criticised the planning system for not providing sufficient certainty of outcome for landowners and communities. The flexibility and discretion afforded to decision-makers is one of the defining characteristics of the planning systems in Britain, so the effort to provide greater degrees of certainty through revisiting the relationship between plans and decisions is a significant development. The paper is based on research conducted by the authors, as part of a consultancy team, that interviewed a range of practitioners on the issue of plans and decision-making certainty as part of a government-sponsored project. The research also draws on some comparative planning research of other national planning systems to explore mechanisms for increasing certainty in planning decision making. The paper demonstrates that the search for greater certainty is constrained by the continuing value placed on decision-maker discretion and flexibility.

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Chinese Land Policy Transition Since 1980s and Behavior Characteristic Analysis of Local Governments

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Keywords: central and local government, impacts, land development, literature review, China.

Since the 1990s, with the processing of China's reform and opening-up, the institution of compensated use of land owned by the State has been established and the land market has been growing up. However, the land development in Chinese cities is still strongly influenced by governments at all levels.

Due to the different stands of central and local government, their expectations of the land development are quite diverse. Therefore, the gambling between central and local government is always existed in the making policies related to land development, such as land use policy, real estate policy, etc. Consequently, the land market and development were consistently changed for non-market economic reason. The typical examples of these policies are "real estate purchase limited policy", "low-income housing policy", "industrial land use preferential policy", etc. This phenomenon has attracted lots of academic attention in both China and western world, especially in the recent decade. Scholars have been researching this field from several aspects, such as institutional economics, public policy analysis, real estate development, etc, and the related literature has been emerged in an endless stream.

In this paper, a systematic literature review focus on "Central and Local Government's Impacts on Land Development in China" has been done, and the primary topic in this field can be concluded as below:

- How do the central and local government affect the land development? What are the differences between them?
- What roles do the central and local government play in the process of land development? Why?
- What are the deep reasons for the gambling between central and local government in land development?
- How does a particular policy, such as "real estate purchase limited policy", "low-income housing policy", impact on the land development in an example city?

Mainstream opinions surrounding these topics are systemic summarized in the paper. It is concerned that through this review, the history, currency and trend of this research field could be clearly presented.

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SESSION 7-9 Land Use and Population Change

Population Growth in Large U.S. Metropolitan Areas from 1990-2010: New Measures and Pervasive Trends

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Keywords: spatial structure, urban form, urban sprawl

The spatial structure of cities has become the subject of considerable interest as travel behavior, greenhouse gas emissions, loss of habitat, public expenditures, and more are thought to be influenced by urban form. In this paper we use census data to examine the spatial structure of 35 metropolitan areas in the United States in 2010 and observe changes between 1990 and 2010. Specifically, we examine patterns of population growth at the metropolitan, urbanized area, principal city, and census block group levels using a variety of measures and techniques. We find that significant differences remain between the older and more densely developed cities of the Northeast and the younger cities of the South and West. We also find most urban growth over the last two decades occurred in cities in the South and West, causing them to experience increases in density at multiple scales. We also find, however, that much of the population growth in the largest metropolitan areas continued to occur at the urban fringe, causing overall densities to decline, density gradients to flatten, and measures of concentration to fall.

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Identification of Urban Development Dynamics Using GIS

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Keywords: land consumption, urban dynamics, GIS, Bratislava

The conversion of natural and agricultural land resources for urban development is continuing at staggering rates through the world. The loss of land resources to urban uses has been long considered as challenging issue in preservation and conservation strategies (Pileri et al., 2009). The biggest challenge is keeping occupation of the land effective. Ineffectiveness in land use strategies can lead to enormous consumption of irreplaceable source of soil in agricultural land and also to destruction of natural resources and habitats. Wider and complex view is important in the research of socio-ecological systems. A complicated spatial system, as city, requires complex research and functional planning including growth dynamics (Batty, 2005). This kind of research doesn't necessarily include enormous amount of data and time. Carefully chosen data and rigorous research methodology can provide sufficient outputs which can be used in creation of planning strategies.

The aim of this research is to provide critical instrument to evaluate land use policy and to provide strategical proposals against excessive land consumption and urban sprawl and to provide framework for more detailed research based on generally available data. The best source of highly accurate data that capture land use changes are high resolution aerial photographs. In our case study in the Bratislava area (including Bratislava city and surrounding villages), we have used aerial ortophotomaps (from year 2002 and 2011) to document the changes in landscape structure. We have also used data about population in the Bratislava area as a measure for internal change. Important outputs of research are values of absolute land consumption, main spatial directions of urban growth, amount of consumed land per new inhabitant and other variables important for strategy-making.

Essential issues of this methodology are also proposals to reduce land consumption and capacity to identify it spatially in the area. Results also reveal hidden patterns and development trends which might lead to potential risks and treatments.

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Hydro Urban Units - a Meso Scale Approach for Integrated Planning

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Keywords: ecological infrastructure, integrated planning, water sensitive design

Metropolitan Lima is one of the the world's largest city located in a desert climate. Water-related problems and opportunities vary greatly from place to place due to diverse natural and urban contexts within the watersheds of the three main rivers. They require different solutions to integrate the urban water cycle and the (green) open space system. The planning approach called "Lima Ecological Infrastructure Strategy" (LEIS) was developed within a research project to address the specific challenges. Its aim is to provide guiding principles for a water sensitive urban and open space development, in order to contribute to the improvement and protection of the urban water cycle. A GIS-based planning tool helps to analyse the city and to localize the various potentials and threats for a sustainable urban development. In order to reflect the diverse conditions in Metropolitan Lima considering the natural conditions and man-made forces, the city is analyzed with a meso scale approach through hydro-urban units.

These units describe the city according to the water sources and the characteristics of the built and natural environments including open spaces. Several aspects are considered while identifying such units as topography, natural and man-made water sources, population density, state of water infrastructure and structure of urban pattern and open space and environmental functions. This information is then assigned to ca. 450 spatial units of similar size that are linked to the water supply. The meso scale units allow to show the city like a mosaic, with enough information to differentiate them from one another but not too detailed information that can never be harmonized for the whole city.

This approach allows urban planning as well as water management institutions - which are both project partners - a unified view of Lima and as a consequence, planning activities can be harmonized in a better way and development scenarios can be evaluated. For the hydro-urban units, site-specific water sensitive design solutions for the integration of the urban water cycle and open space are developed in the next stage, which if applied in a larger scale create together the ecological infrastructure of the city.

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Flexible Industrial Land Policies on Exit Strategies in the Rapid Transition Period: A Case Study of Hongkou District, Shanghai

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Keywords: flexible Policy, exit Mechanism, industrial Land, Hongkou District

Currently, the maximum tenure of industrial land use in China is 50 years, which generally far exceeds the manufacturing life cycle. In the absence of an effective exit mechanism, a large number of manufactories wait for land value-added income or illegal sublease for commercial use rather than return the land-use rights for urban redevelopment. As a part of urban central area in Shanghai during the critical period of rapid transition, which face land scarcity and heavy speculative inflows, Hongkou District is facing an even more serious challenge on this problem.

The objective of this research is to explore flexible industrial land policies on exit strategies in Hongkou District, where local government plays a major role in the transfer of urban land, eventually strengthening the initiative of land-use cycling of the governments for a better adaption to the changing demand in the future. So the research mainly consists of two parts. (1) Find bottlenecks. After deep investigation and analysis on the causes which restrict land users' access to land transfer, the finding reveals that profit mechanism, no alternative policy for land-use change (only by bids again) and no related preferential policy are the main bottlenecks. (2) Break bottlenecks. Emphasis on comprehensive arrangement and government intervention, this research discusses flexible industrial land policies on exit strategies in Hongkou District during the transition period, such as temporary land-use change, consultative land transfer based on enterprises' self-update and preferential policy for priority exit, as well as their applied object and conditions. At the end of this paper, the implement of flexible policies towards several pilot industrial land in Hongkou District is proposed in order to revise the policy for a larger range of implement.

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Dismantling Density, Diversity, and Connectivity for Walking Activity

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Keywords: density, mixed land use, urban design, walking

Jane Jacobs emphasized the critical role of development density, mixed land use, and small blocks as crucial to ensuring street activity and urban vitality (Jacobs, 1961). As a result, these three land use components have been rigorously implemented in New Urbanist residential development. In addition, much research has extensively documented the positive impacts of these three components on walking activity (Duncan et al. 2010 and Frank et al. 2006). However, urban scholars have not reached a consensus on the individual impact that each of the three land use components has on walking activity (Forsyth et al. 2007). Inconsistent outcomes can be attributed to different unit of analysis, different types of variables, methodological limitations, scale issues, and data quality and limitation. Furthermore, most empirical studies focused on relatively low-density suburban settings, rather than on the high-density urban areas that Jane Jacobs focused on in the 1960s. This study aims to define the elusive concepts of development density, land use diversity, and street connectivity and examine the impact of each on walking activity in a high-density urban environment. We created objectively-measured land use and street connectivity variables using Geographic Information Systems using data from the 2010 Pedestrian Volume Survey, which included 10,000 sites within the city of Seoul, Korea. The expected outcomes should address effective measures for each variable, including specific type and level of development density, the mixed use combinations, street connectivity, and other conducive land use factors that are associated with higher volume of walking activity.

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SESSION 7-10 Targeted Development

Capitalization of Transit Access Beyond the Half – Mile Circle

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Considerable literature reports the price effects of light rail transit accessibility on residential properties built principally for owner-occupants. Few show the relationship between light rail transit and rental apartment building values and those that do evaluated outcomes within narrow distance bands from light rail transit stations. Our paper closes some of this gap in research. We estimate the association between TRAX, the light rail system operated by the Utah Transit Authority serving Salt Lake County, Utah, and the value of rental apartment buildings in one quarter mile distance-bands from light rail stations out to one and one-half miles. Controlling for structural, neighborhood and location characteristics, we find a positive relationship between TRAX station proximity and rental apartment building values to one and one-quarter miles but not beyond. Implications are offered.

Transit Oriented Development Land Policy for Transit Funding

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Keywords: transit oriented development, value capture, land adjustment, transfer of development right.

The Transit Oriented Development approach joined with an appropriate value capture techniques could be a powerful tool to increase urban sustainability funding transit infrastructures. TOD has been generally defined as “*a compact, mixed-use community, centred around a transit station that, by design, invites residents, workers, and shoppers to drive their cars less and ride mass transit more*”. A key feature of TOD is that thanks to transit accessibility the negative relation density/congestion is broken, and therefore a significantly higher density is sustainable. Moreover, according to Newman and Kenworthy’s strategy to overcome automobile dependence, transit-oriented infill urban development or redevelopment, that are able to partially fund new integrated transit infrastructure through property value capture, seems to be a promising approach to large scale metropolis transit retrofitting and to increase their transport resilience.

The main hypothesis is that if additional development rights are created by land-use regulation decisions thanks mainly to the accessibility given by a new transit infrastructure it could be possible to establish a strong rationale for the recapturing of their value or even to suggest their public ownership. Examples exist in practice and attempts (Japan or Italy) but a kind of separation between land ownership and development right or a consolidate practice of transfer of development rights have to be in place. The “*sleeping beauty*” of land readjustment has to be woken up.

The main objectives of this research are:

- To increase knowledge about TOD and its ability to create property value that could be partially re-captured in order to fund transit infrastructure.
- To define a grounded hypothesis about new (or optimized) financially self-sustainable approaches of joined land use and transport planning, which uses value capture techniques for transit funding.

The research method is an international comparative study which aims to analyse how land use planning, transport planning, property development and value capture techniques work and interact in different countries (IT, UK, FR).

The significance of this research would be a better understanding of the relation between land-use and transport planning, land value creation and value capture techniques in TOD aiming to find mechanisms that improve the financial sustainability of the transit infrastructure. The anticipated outcome is to define a policy package of land-use and transport integrated planning able to fund the construction of public transport infrastructures, thus achieving metropolis transit-retrofitting and avoiding further car dependence.

This paper will present the theoretical framework of research.

Priority Development Areas: How Equitable is the Implementation of California's Climate Law?

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Keywords: climate planning, regional collaboration, resilience

Municipalities throughout California are implementing the state's groundbreaking climate planning law, SB 375. Under the law, cities and regional agencies are planning collaboratively for integrated land use and transportation at a level not previously seen in the state or in most of the U.S. The political tradeoffs and decision-making processes surrounding the designation of Priority Development Areas (PDAs) under SB 375 remain underexplored. The literature suggests that state-driven initiatives such as SB 375 can be instrumental in promoting regional collaboration on housing and transportation planning to promote neighborhood resilience (Pendall et al. 2012, Barbour and Deakin 2012). This paper will explore how PDAs were chosen and what consideration officials gave to how their location will impact low-income neighborhoods, given that PDAs will determine future transit investment. The City of Berkeley in Alameda County will serve as an example of PDA selection by regional agencies ABAG and MTC. What were the formulas used and what was the level of transparency to the public for selecting regional housing allocations? The literature suggests that different styles of planning can be at play within regional agencies (Innes and Gruber 2005). I will interview roughly a dozen stakeholders in PDA selection for the case study. The processes used to select future PDAs are important because they will determine the long-term success of SB375 and California's ability to meet its carbon reduction goals. The ability of regional agencies to respond to political pressure, resist NIMBYism, and collaborate across scales will determine the region's resilience in the face of climate change.

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Lessons (Un)Learning in Spatial Fiscal Incentives: Enterprise Zones and Empowerment Zones

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Keywords regeneration; renewal; enterprise zones, empowerment zones, policy learning

There is a need to learn international and historical policy lessons if intervention for regeneration and renewal are to be encouraged using zoned fiscal incentives. This paper focuses on the Enterprise Zone concept in the UK (1981–2007) and an exported variant to the US, the Empowerment Zone program (1993–2009) (Rich and Stoker, 2010). Lessons are drawn from these initiatives in order to inform the current wave of Enterprise Zones in England (2011 to current) (Hall, 2012). Located in the context of regeneration and renewal efforts, our findings demonstrate that many potential historic and comparative lessons have not been learned. The morphing of State Enterprise Zones to become Empowerment Zones demonstrated the benefits of public pump priming rather than a simple deregulation of planning consents and taxes. This is in addition to the potential gains offered by promoting good governance and including the community in implementation, plus incorporating measures to address the consequences of structural economic decline such as unemployment and poverty within the policy remit. In the context of the return of Enterprise Zones in England, it is noted that the Coalition government led by David Cameron has not learned the potential benefits of an approach that looks beyond a narrow emphasis on growth.

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Tourism and Spatial Planning Public Policies in Portuguese Coastal Areas: Experience(s) and Challenges

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Keywords: tourism, spatial planning, public policies, coastal areas

The Portuguese coast has been a privileged territory for the settlement and dynamics of tourism activities. This phenomenon has a history dating back to the emergence of tourism practices in Portugal, linked primarily to cool beaches and only later on sections of the coast that now constitute themselves massified tourist destinations. This trend has been accentuated enormously since 1960's. In both cases resulted tourist realities that, at present, constitute themselves as already consolidated - and some mature - tourist destinations that lack qualifying interventions able to give new impetus to its development and competitiveness.

Over the last hundred years there have been several projects and land use policies that, in its objectives - explicit or implicit - called for a reconfiguration of the shape and function of the coast towards the recovery or enhancement of its potential, namely for tourism activities.

Varying with respect to the territorial scope, ambition, players involved and the impacts produced, the aim of this article is to analyze, from an historical perspective and a multi-scale viewpoint, albeit not exhaustive, a set of public policies – e.g. regulatory and strategic plans - aimed at coastal areas.

Different approaches emerge in what concerns goals, methodologies, nature and the assimilation of the territorial dimension (either top-down - where territory is, primarily, a “receiver” of the strategies/actions to be implemented/developed - or bottom-up, in which patterns of tourism development springs from the conditions and potentialities of the territory).

The research we proposed aims at an understanding of both tourism planning and spatial planning carried out in Portuguese coastal areas, in the recent past, namely in what concerns different experiences (plans and policies) at a regional/local level. Simultaneously, it attempts to synthesize the main similarities and clashes within the diversity of plans already drawn, through an analysis of case studies, pointing out for biases in the relation between the territorial and tourism dimensions in land development processes, and how they can be challenging for future planning.

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SESSION 7-11 Structural Issues in Land Use

Municipalities, Land Policy and Changing Contexts: Land Acquisition in the Netherlands

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Keywords: Land market, land policy, development planning

Since a couple of decades many municipalities in the Netherlands pursue an active land policy. This generally implies that municipalities buy land on which houses or offices are planned, and which they prepare for construction before selling it to private developers or housing associations (Needham, 1997). Main reasons for active land policy are 1) having grip on spatial development, and 2) the financial benefits municipalities can make out of active policy (Buitelaar et al., 2007). While land is often bought for future developments, contexts may change. Some are foreseen, such as a change in population size and demographical characteristics. Other are less predictable, such as economic and financial downturns. This article presents the results of an analysis of municipal land acquisition practices between 1993-2011. The analysis is based on land transactions that are registered at the Dutch Land Registry Office. Estimations on future land needs for housing and are based on official forecasts and parameters (see Van Marwijk et al. 2012).

The last 20 years Dutch municipalities bought about 60.000 ha of agricultural land. Especially in the '90s municipalities were active in buying land. After the year 2000 smaller numbers of hectares were acquired. Rural municipalities have been responsible for buying 69% of the total amount of land, for example in areas around larger cities. The square meter prices that municipalities paid have tripled in 20 years: from €6,86 in 1993 to €22,94 in 2011. However, prices vary among different regions.

The economic crisis has slowed down the pace of land development. Currently, over one third of the acquired land is still owned by Dutch municipalities, of which half is surplus land compared to estimated amounts of land that is necessary for housing and offices until 2025. We argue that regional cooperation can be beneficial for several regions and discuss strategies that municipalities could apply with regard to surplus land.

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Istanbul's Resilience in Question

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Keywords: resilience, decision-making process, planning politics

An important environmental issue related to planning is created by the political orientation of the government in Turkey. Especially in the new millenium, the government has focused on achieving economic growth and avoiding the global economic crises as its primary targets. These priorities resulted in efficiency oriented planning policies in which the metropolitan city of Istanbul is the main field of operation because of its capacity to become a regional center of finance in the global economy. In this respect, Istanbul is regarded to have the capacity of fueling the economic boost because of its historic, strategic and environmental assets. The city has become a dynamic bundle of urban operations. Existing public areas such as parks, forests, seashores are subjected to land development; renewal projects transform deteriorated poor neighbourhoods into high income neighbourhoods or inner-city attractions for tourism or globally marketed business areas with high quality offices. Vacant land which is reserved as potential green space for new developments in the plan is given new functions with high densities. This paper attempts to present how local government is pursuing these ends and legitimizing its means by abusing the earthquake risks, and how planning regulations are bent in order to pave the road for foreign and domestic capital. These actions are discussed in relation to the typology of planning approaches and the question of resilience.

This study examined the resilience of İstanbul within the evaluative framework based on Quinn and Rohrbaugh's effectiveness approach (1983) New big projects suggested by the central government and real estate projects (dwelling, finance and commercial projects) in İstanbul were picked up and drawn on map. As their pressure on the natural resources and the possibilities of future disasters as a result of these development are interpreted, the decision making processes were questioned with the respect of the changing legislative structures.

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An Urban Structure Type Approach to Understand Future Risks and Support Spatial Planning in a Highly Dense Asian setting

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Keywords: Climate Risks, urban adaptation, spatial planning

The emerging megacity of Ho Chi Minh City has developed at breakneck pace. The city has become Vietnam's economic powerhouse and an important hotspot for direct foreign investment in Southeast Asia in a mere few decades. Recently the need to adapt to the multiple stressors of rapid urbanisation and climate change has also become increasingly evident. The city is seen to be particularly susceptible to both current and future impacts of climatic change, due to its specific geographic setting, its current development challenges, and its underlying rate of urbanisation. Worryingly, these climate change impacts, if unaddressed, pose significant consequences and present further challenges that will infringe upon the overall urban functioning and liveability of the city as a whole. This contribution will outline an urban structure type approach used to portray, classify and understand settlement patterns and the urban structures of the current and emerging landscapes of Ho Chi Minh City. An important prerequisite for establishing much needed efficient and proactive, as well as rapid, adaptation planning strategies is the spatial and rational characterisation of the current urban fabric according to vulnerability relevant features. Further, an understanding of urban settlement patterns and urban structures allows for the capturing of the highly dynamic spatiotemporal social and structural changes associated with rapid urbanisation processes. The ultimate aim is an integrated assessment of the underlying urban risk divide and the inherent urban resilience based on coherent and credible indicator sets. The approach provides a common spatial framework at the resolution of the urban block for data integration and for the compilation of existing vulnerability concepts from various thematic and scientific disciplines at the same spatial scale. The scale provides a clear instrument to generate portfolios of block-specific core indicators, move across scales, run scenarios and aggregate to larger planning horizons, ultimately useful to determine hotspots for administrative interventions and to assist prioritising in land use planning decision-making.

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Planning for the Pursuit of Economic and Environmental Resilience

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Keywords: adaptation, development, reuse

Resilience, from an economists' perspective, is a feature of urban development that maximizes the return on investment. To a local government, those returns might be social and/or environmental goods – public goods – as well as monetary returns. The concept applies equally well to climate resilience and to responses to other risks, such as changing urban patterns and technologies. Resilience for a building, neighborhood, or region involves its ability to adapt to changing natural and man-made environmental conditions.

In term of attracting capital, especially from the private sector, an emphasis on resilience over time may be counter-productive: buildings with 'single purpose' designs generally prove to be most cost-effective in the very short term. But they decline over time with little adaptive capacity. The Coliseum in Rome served its original purpose well, but eventually became little more than a easy quarry. Enclosed religious (and other) structures, by contrast, can be resilient: The Hagia Sofia in Istanbul went from church to mosque to museum

This paper will examine the tradeoffs between short run and long run resilience returns to investment in the context of two intersecting pressures that demand resilience: (1) climate change, and (2) globalization and the increasing instability of local economic bases. Starting with the locus of economic development planning and adding in sustainability planning as the overlay, it will consider both theoretically expected patterns and some evidence from North American and European experience.

Examples will be used to illustrate how the factors both act on each other and affect the costs and benefits of resilience: (e.g.: The 'adaptive re-use' of buildings both preserves an urban fabric, a form of resilience, and avoids the energy costs of demolition and new construction, reducing GHG emissions.) Conclusions will address land use planning policies that can promote overall resilience over time.

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SESSION 7-12 Commercial and Industrial Land Use

Is Brownfield Cleanup Worth the Effort? A Spatial Hedonic Study on Property Tax Discounts from Proximity to Brownfield Sites

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Keywords: spatial lag of X model, spatial Durbin error model, brownfield site, property tax value, tax revenue

In this research, we assess the discount in residential property values due to proximity to brownfields using two Bayesian spatial hedonic pricing models, namely the spatial lag of X (SLX) model and the spatial Durbin error model (SDEM). We find that property values are significantly impacted when located within 2,000 feet of a brownfield. More specifically, a 1% decrease in distance to the closest brownfield translates into a 0.0893% decrease in market value. Using our unbiased and consistent coefficients, we then calculate the discount in property values and the subsequent loss in tax revenue to the City of Cincinnati. We conclude that the annual loss in property tax revenues amounts to \$2,262,569; a loss that could presumably be recovered following brownfield cleanup. The total forgone revenue represents 6.78% of the total property tax annually collected by the City of Cincinnati.

Assuming that brownfield cleanup and redevelopment would be financed through Tax Increment Financing (TIF), we argue that the City would need additional funding to entirely pay off the bonds, since the tax revenue increase of \$2,262,569 would be balanced out by a current interest rate of 3.0%. However, our analysis also shows that the amount of total revenue loss should be regarded only as the minimum revenue that could be regained by the City through cleanup. Factors that could help reflect the real and total discount in property values are the release of information about the respective sites to the public, inclusion of other types of properties in the analysis (e.g., industrial or commercial), and inclusion of non-monetary benefits from redevelopment (e.g., environmental, social, or aesthetic).

In addition to accounting for the phenomenon of spatial dependence, our study contributes to the urban planning and environmental policy literature by providing a method for local policy-makers to identify and estimate the negative effects of brownfield sites on local tax revenue.

Employment Land Use Protection in the City of Toronto

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Keywords: urban manufacturing, redevelopment, intensification

Smart growth initiatives seek to encourage complimentary land-uses that serve as the building blocks for sustainable cities and regions. Essential for these strategies is establishing a planning context capable of accommodating a range of employment opportunities. However, the ability to maintain a suitable inventory of land for manufacturing activity is proving to be a challenge for urban centres throughout North America. In particular, residential intensification and mixed-use development continue to threaten urban manufacturing and its affiliated uses (Leigh and Hoelzel 2012).

This paper will examine the City of Toronto's employment land-use planning approach, with an emphasis on the factors contributing to the ongoing loss of space designated for local industry. This has occurred despite the additional presence of strict province of Ontario policies that reinforce the goal to protect employment lands. An examination of planning policies, regulations and processes will be completed using city documents including staff reports and studies to identify why conversions of industrial sites including those located in designated employment districts have been permitted in Toronto.

Concerns over the long-term implications of this trend have led the city to focus on employment land preservation in its current official plan review in the effort to seek alternatives that will promote "a strong and diverse economy". Employment land use policies proposed for the city's official plan revision along with the recently overhauled zoning by-law will be evaluated to characterise these proposed changes. An emphasis will be placed in this paper on the difficulties planners face when attempting to resolve conflicts between long-term planning objectives and immediate market pressures driven by the desire to build the highest and best use.

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Manufacturing and the City

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Keywords: manufacturing, land use planning, industrial, spatial patterns

Traditional land-use planning often regards manufacturing as a detriment to attractive urban living. This resulted in loss of urban land to other uses such as housing and services. However, with recent scientific and technological changes, manufacturing is returning to the core of our cities as an integral part of the existing urban fabric.

This paper traces the historical evolution of the relationships between manufacturing activities and cities through spatial analysis and detailed case studies. The purpose is to evaluate the impact land use planning and policy has had on the isolation of manufacturing from urban cores and to examine whether or not present-day land use planning approach can foster manufacturing within urban areas. Five major periods of shifts in urban planning and manufacturing can be identified: Before the Industrial Revolution: The Mercantile City; 1750-1860: The Industrial City; 1860-1970: The Garden City; and after 1970: The Composite City. Each period is studied in terms of its social context, spatial patterns of manufacturing facilities, urban planning approaches and policies related to manufacturing..

By analyzing the historical and existing urban planning approaches to regulate manufacturing uses, this paper offers a better understanding of the challenges and opportunities that need to be addressed to revive manufacturing in cities.

The Change in Retail Agglomeration in California Cities: 1990 to 2010

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Keywords: retail, agglomeration, measure

Several measures of industrial agglomeration have been applied in empirical studies. The most notable index is the one proposed by Ellison and Glaeser (1997) that is easy to compute and comparable across industries. Given that this index is based on discrete spatial units and leads to a range of aggregation problems, Duranton and Overman (2005) propose a continuous metric for measuring the agglomeration. Other indices include the spatial Gini coefficient, the Moran's I index, and the one designed by Di Giacinto and Pagnini (2011) that aims to distinguish local and global agglomeration. Yet, most of these measures are used in estimating the agglomeration level of manufacturing industries and none of them have been used for retail industries. Also, since the micro-mechanism in which retail agglomeration works is different from that for general industries, some of these measures cannot be easily applied in the context of retail.

This paper plans to propose a measure of retail agglomeration on the basis of existing indices that allows cross-industry comparisons and captures the idea that retail agglomeration usually works in a walking environment. Then, using the National Establishment Time-Series dataset that tracks the location, sales, and employment for all retail establishments in California from 1990 to 2010, this paper intends to estimate the intra-metropolitan agglomeration level across retail industries in California cities and record the change in agglomeration level with time. This will act as a basis for future work such as identifying the sources of retail agglomeration and investigating how Internet shopping has changed the agglomeration level in different retail industries.

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SESSION 7-13 Land Use and the Environment

Sustainable land management in Europe: Pathways for institutional innovations

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Keywords: sustainable land management, multi-level governance, land use conflicts

The objective of the paper is to analyse relevant regulations on land use in Europe in order to identify strategic gaps that inhibit the translation of current land use policies and planning instruments into a more integrative land use approach. In consequence the interdisciplinary and transdisciplinary approach 'sustainable land management' is presented as a frame to cope more adequately with land use concurrences and conflicts, facing current challenges like economic and social changes of values, migration and demographic impacts or transformations of energy systems.

In Europe as well as in Germany land use is influenced by a high variety of institutionalised activities. However relevant policy fields in Europe – regional, agricultural and environmental policies – differ with regard to levels of activity, involved actors, topics, visions, targets, instruments and governance modes as well as pathways of discussion. Although comprehensive planning and management instruments exist and sectoral activities tend towards more integrative approaches over the last few years, a real integrative system still does not exist.

'Sustainable land management' is seeking for an integrated approach combining policy and practice. The knowledge about interfaces between diverse policies and exchanges with civil society groups strengthens the intersectoral and comprehensive dimension of land use governance and land use planning. Thus instruments coping with land use conflicts will be more effectively.

The research is integrated into the funding measure 'Sustainable Land Management' initiated by the German Federal Ministry of Education and Research (BMBF). Findings base on a document analysis of European and German regulations, an expert workshop about perspectives of planning instruments as well as on a literature review.

The paper contributes to the consolidation and enhancements of discussion lines about multi-level-governance and impacts of spatial planning. Due to the development of coherent solution strategies institutional innovation will be advanced.

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Social Exclusion and the Elimination of Urban Green Spaces. Land Use Planning and Policy Framework in Greece

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Keywords: social exclusion, urban space, planning policies

The structural changes that society has experienced in the past fifty years, due to neoliberal economy based on a free market paradigm created new social and spatial geography in cities. After globalization was intensified, the income inequality created a social fragmentation and exclusion, since there has been a lack in equal participation in decision making. In parallel, the rapid urbanization created large cities often grown by attracting people around the country but also from around the world. This shift had major implications to spatial planning and set boundaries to planning policies and practices.

Urban green spaces as an integral part of cities but also as a provision of public goods services, where the first to be hit by the above changing social structure. Their elimination and degradation created an unequal distribution of powers and barriers to their use of citizens. Concerning their development, maintenance, management and use they gradually tend to lose equal accessibility and spatial freedom. Nowadays, there is a great concern regarding the planning processes, the urban planning framework and policies that can be followed so as to promote new democratic and inclusive urban green spaces.

In Greece, urban green spaces are one of those places of the city that due to their loss, elimination and degradation social exclusion is exacerbated. These places tend to be transformed into ghettos, or places of homelessness and “outsiders”. The equal accessibility between citizens tends to be lost and the unlimited use is restricted. So there is a great need to save or/and acquire more urban public spaces and to produce more accessible places through democratic planning processes. The complex and often inflexible land use planning framework and the limited policies which are usually reluctant to confront with terms of equality, social and spatial integration creates incompatibilities and complexities to the secure of urban public spaces and to restrict social exclusion.

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A Case of Clash between National Ownership of Agricultural Land and the Environment in Israel. Can Israeli farmers use their land for the production of electricity using PV cells?

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Keywords: land, agricultural, rights, solar energy,

The State of Israel has a land regime which is unique amongst countries with developed economies: The vast majority (about 93%) of the country's land area is defined as "Israel Lands" and is formally national property. The Israel Lands Administration allocates the land to different users by means of long-term leases or shorter rent contracts. IN this, Israel differs from all advanced economies in the world today. The land that is leased out in urban areas, a "creeping privatization" has occurred over the years (Alterman, 1999). Through this incremental process, the urban leases have gradually been expanded so as to grant de facto quasi-ownership. But those who hold national land for agricultural purposes - including residential and industrial areas in the rural sector- have dramatically lesser rights than their urban counterparts. They are largely kept out of the reform process.

One of the issues in dispute is the farmer's right to use a portion of their land for non-agricultural enterprises. Such land use is the use of land for the production of renewable energy. The PUA – Public Utility Authority for electricity is the regulative body responsible for implementation of governmental policy and licensing the production of electricity, and since 2008 has issued the different regulations enabling the production of PV electricity by the private market.

Since the main potential for land plants can be found in agricultural land, the ILA decided on new rules to allow farmers to utilize such projects and compete for quotas, under specific and strict set of limitations. This decision, harsh as it is, was appealed against in the Israeli High Court of Justice by NGOs seeking social justice and by companies seeking to get extra quotas for roof-top production, claiming that the farmers were given an un-just benefit.

The petition was eventually rejected by the court, but a meticulous analysis of its reasoning will help to understand the forlorn situation of the Israeli farmer's property rights, compared to their peers in advanced economy countries and their urban neighbors in Israel itself.

In the case of renewal energy, we will show that the wish to restrict the rights of the farmers in the name of "distributive justice" may jeopardize the important and desirable goal of creating new sources of clean and renewable energy sources.

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Planning for Urban Watersheds: A Case Study in Guadalajara, Mexico

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Keywords: zoning, Guadalajara, planning in Mexico

This paper attempts to describe the struggle between development and conservation in sensitive natural environments in Guadalajara, the second largest city in Mexico. Although zoning is probably the most accepted tool for land use policy and planning, local government plans are vulnerable to interest groups contention and time. In order to explain this situation a case study on *El Bajío del Arenal*, a district of Guadalajara located in an urban endorheic watershed is conducted. Local planning agency archives were consulted to tell the *official* story, which is contrasted with arguments from key actors whose interviews explain the full range of perspectives and understandings about the planning process. Conclusions arrive at extreme positions which gridlock any development or conservation actions confronting local authorities and interest groups such as developers and ecologists; and jeopardize city's resiliency.

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SESSION 7-14 Planning Policy Case Studies from Around the World

Landscape Quality Objectives on Portuguese Spatial Planning at Municipal Scale

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Keywords: European Landscape Convention, Landscape Quality Objectives, Portuguese Municipality Plans

The European Landscape Convention (ELC), developed by the Council of Europe and signed on 20th of October 2000, aims to promote landscape protection, management and planning, and to organise European co-operation on landscape issues. According to the Council of Europe, the ELC applies to the entire territory of the Parties and covers natural, rural, urban and peri-urban areas, including land, inland, water and marine areas.

The ELC has some measures to achieve its goals and one of these measures is that each Part must define landscape quality objectives for its own landscapes, according to their characteristics, forces and pressures.

For the Portuguese case, the ELC entry to force on 14th of February 2005, and in September 2011, the Portuguese Government has released a guideline: *“The Landscape in the review of the Portuguese municipality plans”* (OLIVEIRA, 2011), which explains how the ELC can be integrated on the land use plans, at the municipality scale.

Taking as a starting point this guideline, the two hypothesis that we want to reach are: **“How can the landscape quality objectives be articulated with the Portuguese Land Use Plans (at the municipality scale) and with the Strategic Environmental Assessment?”** and **“How the landscape quality objectives can be integrated, and specially have an operative character on the land use plans, at the municipality scale?”**.

For that, we will present you a methodological approach that we develop, based on the Portuguese guideline. Here we propose some modifications to the guideline methodology, where we try to include the two hypothesis above and improve it.

Taking as a case study, Óbidos Municipality, we will apply our methodological approach to Óbidos Land Use Plan, that is being revised, and we will show how the landscape character can be protected, managed and planned, if the landscape quality objectives are integrated on planning.

The outcomes expected will demonstrate that the landscape quality objectives must be translated on different kinds of measures, which must be assessed by indicators. These measures should be integrated in our land use plans on different levels, such as: on the strategic programme of the plan or on the land use plants, or even on the regulation level.

This paper is also relevant to professional practice because contribute to exchange experience related to the implementation of the ELC and offer's a new perspective between landscape and planning.

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Spatial Planning and Housing Policies in the Global South: Evidence from Lima, Peru

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Keywords: spatial planning, housing policies, land-use policies, smart growth, Lima

Until the 1990s, the Peruvian housing policies exhibited a wide tolerance toward occupation of peripheral land by poor residents, while the state solved the housing demand of the poor allocating large extensions of land for new informal settlements. In front of a very weak spatial planning, the housing policy became a *de-facto* land-use policy, contributing to the proliferation of informal settlements and shaping Lima's current urban structure.

Since the 1990s, however, changing demographic and political-economic issues have drastically transformed the urban scene. Following the example of Chile, a housing reform was established in 2001, striving to turn housing into 'another good to be produced, sold and bought' (UN Habitat, 2005, p. xlix) in the market. The new housing policies, combined with a growing economy, a very high housing demand and the lack of available land for new expansions have led to the strong intensification of land use in central areas of Lima. Thousands of new homes have been built, but yet very few for the poor. In the planning field, on the other hand, after a severe crisis of legitimacy, city stakeholders are now demanding a more relevant role for spatial planning.

Given that adequate housing for all, and a significant role for spatial planning are indispensable for a sustainable type of urban development (UN Habitat, 2009) the present study explores these topics, analysing the effects of the housing policies in Lima's pattern of urban development, and the changing nature of spatial planning. The final objective is to assess up to what extent are the policies and processes occurring in Lima conducing to a more compact and sustainable type of metropolitan growth. Further, the study explores the connection between spatial planning and housing policies in the current planning system. The analyses use secondary data from census, and data gathered through local and international literature, reports, websites, media articles, as well as qualitative interviews with local researchers and city planners. The results show that if the current urban trends are more efficiently coordinated at metropolitan level, they may lead to a more sustainable and compact growth. There are, however, still many important spatial planning issues that have to be dealt with to be able to get to that situation.

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Jerusalem's Reach to the Heavens: Planning High-Rise Buildings in a 21st Century Historic City

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Keywords: tall buildings, historic city, Jerusalem

In this paper we identify and analyze contemporary strategies that favor the development of tall buildings in Jerusalem. These strategies mark a major turning point in which tall buildings are considered welcomed additions to the city. The restrictive planning approach initiated by British town planning in the early 20th century which was later adopted and implemented by Israeli planning institutions advocated minimal development of buildings which may interrupt the much-admired views of Jerusalem. Nonetheless, by the 1990s this development philosophy was seriously challenged and by the turn of the century it was significantly eroded. Using planning documents and interviews with planners and decision makers we sketch three approaches used to promote the development of tall buildings and to make them acceptable in the cityscape. First, by taking advantage of increasing land values, older and dilapidated public housing are replaced by taller buildings upgrading unsatisfactory public spaces and improving downgraded urban environment. Second, tall buildings are considered a synonym of redevelopment and intensification and as such constitute a response to housing shortages and to the disapproval of ever-expanding development. Third, the desire to upgrade the inferior position of Jerusalem as a commercial and business center is expected to benefit from the development of conspicuous tall buildings. For many decades the development of tall buildings has been almost unthinkable in many historic cities because of their detrimental impact on the built environment and on treasured panoramic views. This study shows that in the early 21st century historic cities are susceptible to major changes in their built environment, changes which may challenge the meaning of historic cities.

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Regulating, Governing and Implementing Planning Gain: Practices of Section 106 in Southwark

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Keywords: planning gain, section 106 agreements, property development, regulation, regeneration

Planning gain, through the mobilisation of planning obligations, requires developers to make contributions in relation to their development projects. Contributions are sought to mitigate the impacts of development projects, and increasingly, to provide infrastructure necessary for and generated by the demands of the development (Healey et al., 1995). As such, this mechanism has been advocated as a tool to provide physical, environmental, social and community infrastructure. Negotiated through section 106 of the Town and Country Planning Act 1990 (S106), this mechanism enables local authorities to enter into legally binding agreements with developers (Punter, 1999). It operates as a form of state intervention implemented through the planning system in the processes of property development.

Despite Campbell *et al.* (2001) highlighting that the operation of planning obligations is shaped by their local geographies, there remains a lack of understanding about how practices of S106 are shaped by the places in which they operate and the local political cultures at work in these locations. Drawing upon an in-depth case study, this paper explores the practices of S106 in the London Borough of Southwark. It examines how this socio-legal mechanism has become embedded and mediated at the local level. It critically interrogates the 'techniques of government' (Rose and Miller, 2008) adopted by Southwark Council and key stakeholders in order to mobilise S106. The paper will argue that S106 is both of a form of regulating spatial development, whilst its operations are simultaneously subjects to systems of regulation. In particular, it will demonstrate how practices of S106 in Southwark have become embedded in cultures of auditing and monitoring (Power, 1997). Finally, the paper will explore how S106 is being used by the local authority and other stakeholders as a strategic tool for regeneration, and subsequently is part of the broader fabric shaping place-making and spatial development in the borough.

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Urban/Environmental? Rethinking the Distinction Between Development and Conservation in the Peri-Urban Landscape

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The system of environmental planning in the majority of the Western world is often predicated on an implicit oppositional relationship between urban development and environmental protection. This binary is explicitly written into systems such as that of the UK where the very name “town and country” planning situates populated centres and the natural environment in opposition to one another.

In the past decade the redundancy of this dichotomy has been exposed by the growth of initiatives that have begun to acknowledge the symbiosis of the urban and natural environments. Some of the best practice-based examples of this are from the United States where post-industrial cities have seen areas of previously developed urban and peri-urban land returned to nature either in the form of green infrastructure or agriculture. Cities such as Detroit, Cleveland, Cincinnati, Flint and even Washington D.C. have seen significant moves towards creating a more integrated approach to managing urban-rural interdependencies. The results are said to underpin a stabilisation of population, enhanced quality of life, improved environmental indicators, ecosystem services benefits and a more sustainable relationship between food consumers and the sites of food production.

The seemingly uncontroversial desirability of incorporating the principles from which these outcomes have resulted into planning policy, however, demands a fundamental, transformative change in the way “development” and “nature” are conceived by planning both in theory and practice. In this paper we report on the early stages of a major EU intervention – the PURE Hubs project - designed to explore the potential for precisely this systematic reinterpretation of urban-rural interdependencies in which the distinction between urban and rural is blurred.

POSTERS 7

Tow – the Only Way: a Method for General Settlement and Land Use Planning

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Keywords: housing policy; planning practices; informal planning

Last centuries showed an increase of institutional rules having in view an answer to land and housing issues. This evolution moved towards formal and regulatory planning that did not always taken into account, or respect, specific needs in the area of housing in humanised spaces, particularly in contexts of poverty and large-scale migration. Furthermore, in unforeseen situations, such as natural disasters, or other exceptional situations arising in urban systems, the conventional planning methods fail to respond with the desire effectiveness. This was clear in communities of very low resources and where a gross foreign migration took place, where the culture of many new-comers to the city was not respected and many conflicts arose. Accordingly, the aim is to develop a comprehensive and integrated planning method for housing solutions in line with the specific needs created by such events amongst the target groups within the whole population: The Only Way (TOW).

Humanised planning can only be achieved fully when built on two principles: respect for nature and human solidarity. The object of this humanised space planning method is based on a tripartite system: EARTH – morphology, climate and natural resources; HUMANITY – proximity levels, cultures and identities; SETTLEMENT – appropriation of the land and urban structures.

We believe that the foundation of a holistic approach to urban planning is indispensable for the resilience of the city that is subject to unforeseen or marginal contexts, in the sense of its rapid adjustment to realities. Such contexts may be the result of emergency situations, such as natural disasters and conflicts, but may also derive from realities for which traditional planning is not prepared or does not have the time-tested know-how. In both situations there are occupations of the land that are worthy of urgent intervention at the planning level, without which the harmful effects in terms of the life, habitability and sustainability of these spaces can be propagated at an uncontrollable rate.

For the development of the TOW methodology, the phenomena and contexts in which expeditious interventions are justified, i.e. situations of urbanistic “emergency”, are identified. Measures are then proposed to mitigate the identified pathologies, with active and informal participation of the citizens, involvement of the social partners, adoption of people-centred governance models, coordination of land use policies with fiscal policies and sustainable urban management models (i.e., land pooling, land readjustment).

In order to demonstrate the effectiveness of some informal planning modalities, past experiences in Portugal will also be presented.

Tourism Development Strategy or Just Signage? Road Administration Policies and Designation Procedures for Tourism Routes in Scandinavia

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Keywords: planning, road administration, tourism industry development

This comparative study maps and explores planning and designation of tourism routes, responding to a deficiency in research on route planning and development in a road administration context. Based on personal semi-structured interviews (e.g. Kvale, 1996; Richardson, 2005) with public road planners and managers in Norway and Sweden, the paper illuminates planning processes for establishment and management of official tourism routes, with an emphasis on overall strategies, funding and stakeholder involvement. Results show that public road administration planning procedures for tourism routes in these Scandinavian countries are quite different. Norwegian route planning basically embodies a top-down principle concerning initiatives and designation of routes (e.g. Faludi, 1973; Sabatier, 1986), while in Sweden the standard is one of muddling through (e.g. Lindblom, 1979). Funding for road stretches included in the Norwegian national route programme is earmarked, whereas Swedish routes are financed from ordinary appropriations to regional road administrations. In Norway, regular follow-up studies such as road user surveys are conducted. In Sweden, a dearth of documentation of tourist interests and route assessments seemingly contribute to making route development by regional road administrations susceptible in relation to economic priorities.

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TRACK 8: INNOVATION IN PLANNING EDUCATION

SESSION 8-1 Problem Focused Learning

Environmental Education Multigenerational Empowerment

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Keywords: educational project, citizenship, problem-based learning, active learning

Education for Environmental Citizenship is key to nature and biodiversity conservation, promoting environment and nature preservation by citizens. But, for this to happen citizens must be aware of the natural resources and the importance of their involvement in their protection. Therefore, educate the new and older generation citizens was a focus of the Project MARGov - Collaborative Governance of Marine Protected Areas (<http://margov.iseqi.unl.pt>), through its citizenship component.

Here we present the actions developed under the Citizenship Component of the MARGov Project that was structured into two main lines of action: i) Citizenship for All, focused in the general public and ii) Educational Project, focused in children from the pre-school to the 12th grade, and Senior University, aiming to promote education through the discovery of the marine world, stimulating senses, imagination and creativity.

In order to Promote Meaningful Learning, MARGov implemented the concept/method of Problem-Based Learning (PBL) to help students to develop flexible knowledge, effective problem and collaboration solving skills, self-directed learning and intrinsic motivation through active learning.

The multigenerational approach and the development of more appropriated, efficient, effective and appealing learning support materials addressing the objectives of each action were key for the success. The final evaluation confirms very good achievement in terms of the method developed, particularly for the cohort of smaller children (5 to 10), not so acquainted with the regular educational system, and for the elderly that accepted very well and quite naturally the pedagogy of sharing, where everyone has something to teach and learn, reinforcing that “nobody educates nobody but we all educate each other mutually”.

The Educational Project involved more than 2000 students and teachers of all ages, encouraging their relation with the sea and the recognition and appreciation for marine ecosystems, as well as promoting multigenerational spaces to share stories and experiences involving the sea. Overall, the project has encouraged active participation of citizens of all ages in the detection, understanding and resolution of problems related to the sea.

The lessons learned, the methods used and the materials developed, are now being replicated in a new project: MARLISCO - MARine Litter in Europe Seas: Social Awareness and CO-Responsibility (EU FP7-SiS Programme), spreading the previous experience to the national level, and promoting a new approach to environmental education, to be integrated in the regular education curricula.

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Knowledge Acquisition in Strategic Planning Processes in Education and Practice

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Keywords: Strategic Planning, Knowledge Acquisition, Complexity

In recent times, a growing interest in “strategic planning” can be recognized in planning literature and practice (“Turn to Strategy”). In this context one of the key concerns is the perception of the planning process as a cooperative and interdisciplinary process of learning or knowledge acquisition, which aims at developing new approaches to solving complex planning problems and encourages resilience and adaptation to rapidly changing environmental conditions (cf. Healy 2007).

In the first step, the paper depicts how strategic planning (understood here as knowledge acquisition) can be implemented in governance processes. It focuses on the so-called “Test Planning” (cf. Scholl 2011). This instrument is applicable to long-term, high-level plans in the run-up to formal plans, when planners identify the problems and vulnerabilities of cities or regions and provide general frameworks for spatial development. In an “iterative” process of generating and rejecting competing ideas or hypotheses in several defined work steps (cf. Popper 1984), the instrument aims at developing well-founded and workable solutions. In this process, stakeholders with various disciplinary backgrounds are involved.

In the second step, the paper demonstrates how the basic ideas of strategic planning and/or Test Planning can be implemented in planning education. The paper presents findings of an empirical study. Amongst others, the main research questions in this context are as follows: which effects on the operating process and the quality of the problem solutions can be induced by a training course based on the principles of strategic planning and/or Test Planning in an educational context? To what extent can the existing expectations concerning the concept of Test Planning be proven in planning education? In what way does the study provide information concerning the design of strategic governance processes?

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Adaptability of Lynch's Surveying to the Interpretation of Contemporary Resilient Territories. About a Teaching/Learning Experience

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Keywords: participation, right to the city, socio-environmental resilience

The territorial listening campaign which will be described has been implemented, within academic activity, by also investing in the educational field, in order to cope with the shortage of research funds currently available in Italian universities. It is therefore the result of an adaptation strategy that intertwines the current crisis with the issues regarding the right to the city and the environment.

In this perspective it has attempted to make a virtue of necessity, building a bridge between researching and teaching, to address forms of widespread social conflict and environmental emergency.

The choice to experiment how to adapt the classic surveying methodology by Kevin Lynch (Lynch 1960, 1972, 1981) to the recent demands coming from socio-environmental resilience via planning theory (Davoudi 2012), is the result of the idea to afford environmental issues from the socio-cultural side, and to do it by using participation as an analytical and interpretive key. Consequently we are going to argue the importance to focus on participation as a way to interact with the needs and imaginations expressed by local communities, in order to emphasize and discuss in the public arena alternative rehabilitation scenarios, otherwise at risk of extinction. The survey the paper is going to introduce was focused on socio-environmental resilience of urban open spaces belonging to the eastern area of Naples. It was planned to test how the proposed methodology could work by forming and managing a group of students from the Faculty of Architecture of University "Federico II" of Naples.

Its main objective was to give back universities the role of advocates they had during the 60's as "architectural clinics" by defending our contemporary fragile metropolitan territories from the pressure of the recession that the financial crisis is jeopardizing, now that the appointed agencies for regeneration tend to disregard their control tasks and public policies are subordinated to regulations suggested by economic interests. And this, without caring for the environmental compensation that is an unquestionable right of all places, especially those that have been compromised by an industrial past.

In adapting the qualitative survey by Lynch to specific methodological needs of today, we are offering an alternative way to deal with environmental monitoring methods, avoiding the more and more sophisticated and "engineered" methodologies that require massive use of funds and researchers, to satisfy the urgency of tools relatively light, faster and less expensive. This qualitative approach could be also useful to make our students aware of the importance to consider resilience as the new way to engage with territories from below.

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Planner's Practical Suggestions in cases of 'Chronic Violence'

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Keywords: organized crime, mafia and planning, innovation in planning education

For several years, I have been studying the way criminal phenomena (Mafia) constitute an obstacle to urban and regional planning practices (De Leo 2011; Cremaschi 2007). From previous research on the planners' profile and background (De Leo 2008a), I was not convinced by the idea that the effectiveness of planners' action inside Municipalities restricted by Mafia infiltrations, depends on the planner's "anti-Mafia vocation". In fact, while it is clear that there are differences among various planners, as researchers – and, even more as teachers – we need to elaborate a more appropriate system of knowledge and technical skills, possibly useful in territories where the Mafia powers prevail.

This paper presents the research work done in this direction: it highlights a number of underestimated issues for planners that are still marginal in planning education. The objective is not to outline regulatory criteria for the Mafia's territories, but to focus the students' attention on good policy analysis and regulation tools really effective in territories controlled by criminal organizations. This research has been compared to the work Diane Davis began at the DUSP at MIT to reinforce the planners' curricula of those students that from the MIT will later go back to work in the various "Global South" characterized by what she calls "urban resilience in situations of chronic violence" (Davis 2012).

Through the comparative work conducted within the *Urban Resilience in Situations of Chronic Violence* Research Group, I better understood how the spatial dimensions of organized crime (in terms of 'chronic violence') open a huge spectrum of technical possibilities actually viable for planners, even if it is not sufficient to make a list of specific skills required. By comparing many international case-studies, it became clearer that the 'technique' itself could be used (or not) to indicate some valid directions for the effectiveness of public action in contexts with a strong presence of criminal powers.

In the role of (trainers of) planners we must demonstrate, through actions, that there is a regulatory system technically relevant and equal for all; this system should set forth a more appropriate use of the land and resources.

Moreover, the planners' objective should be to build up a set of technical tools that would be decisive in reducing the gap between public action and the complex and slippery interests involved; this is the real obstacle to the action of spatial planning and its effectiveness. Then, the training should focus on:

- redefinition of the legitimate limit of private interests by means of technicalities;
- reintroduction by urban practices of (the concept of) public interest.

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PANEL 8-1 Breaking with the Past: Radically Rethinking Planning Education for the 21st Century

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Many challenges that planners and those who manage places that planners plan have taken on a scope and scale different from what inspired the profession throughout the previous century. Phenomena such as climate change, economic globalization, megacity development, catastrophic natural disasters affecting dense populations, failing and inefficient infrastructure, resource depletion, sustained poverty and inequalities of various forms, and civic/political unrest unite planners worldwide in shared challenges. The analytical tools, the conceptual perspectives, and the applicable strategies that guide planning education were relevant in the previous century. Are they what will serve us now and in the future?

What has occurred in the past two decades, with increased frequency and broad geographic dispersion, are a series of catastrophic events, coupled with growing evidence that additional such events are likely to occur in many places. These catastrophes include: tsunamis in Asia resulting in massive human settlement destruction with potential long term hazards; earthquakes in highly populated regions; massive flooding and storm surges in the most highly populated urban areas resulting in catastrophic economic damage; environmental devastation due to failed industrial operations; decaying infrastructure that reduces the livability of places; and many variations of civic/political upheaval, including terrorism. This highly selective and incomplete listing identifies challenges that planners are now being asked to address.

Responding to this will require that higher education and planning education consider new formats and delivery models. This roundtable explores the issues of potential transformation of planning education based upon the perspective of planning educators working in different corners of the globe. Roundtable panelists will be asked to offer creative and provocative suggestions about what changes in circumstances of the 21st century mean for planners. How could and should a future innovative planning education platform look like? Should, for example, what we typically include in planning education be consigned to a sweeping introductory course in planning history, and then a whole new set of offerings replace those that are routinely found in planning curricular? Are there specialty or elective offerings that really ought to be the core of the new curriculum? Should planning education be done through traditional course structures or some other format? What role do studios or project-based offerings have in planning education, and is there opportunity in online/distance platforms to create a more globally-connected education process?

SESSION 8-2 Active Critical Learning

BROWNTRANS Project as a Representative of Innovative Approach to Education

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Keywords: redevelopment, know-how transfer, brownfields

Redevelopment of brownfields in the CEE countries is a reaction on the post-socialist approach towards resilient cities. It is a process that contributes to better use of space at all levels of territorial organization. This issue is pressing especially in Central-East European countries. In general, dealing with these issues within the curricula of universities is limited. Therefore in the curriculum of the study programme “Spatial Planning”, at the Slovak University of Technology in Bratislava, redevelopment of brownfields has been included. Since 2008 teaching modules are based on transfer of know-how and experience from other countries that are under the integrated process of transformation towards knowledge-based economy. This specialization in planning is to prepare specialists at the European dimension able to handle transnational projects of redevelopment and cope with multicultural context. Curriculum is based on joint research projects in the field of complex and sustainable brownfield regeneration and as such is part of a broader system of education heading towards the new approach on integrated urban redevelopment.

The most current part of this innovation spread system is a new “Life-Long Educational Project on Brownfield Regeneration Know-How Transfer” (LdV ToI No. 11310 1614, acronym: BROWNTRANS) that has started with participation of the CEE countries (SK, CZ, RO, BG) and will disseminate the gathered know-how and experience into several professions that deal with redevelopment. This project runs in 2011-2013 in the frame of Leonardo da Vinci – Transfer of Innovation and summarizes knowledge and know-how on brownfield redevelopment in the modules that deal with economic, financial, legal, technological, managerial, social and cultural and environmental aspects. Project will produce feasible outcome in the form of comprehensive teaching material available to broader public in the form of e-learning. This will bring substantial increase in the skills and knowledge potential of human capital, involved in cross-professional activities of local and regional development. There is a unique opportunity to utilize the richness of local and regional cultural diversity of the European countries in the process of brownfield redevelopment as a possible approach towards resilient cities. This aspect of regeneration has not been reflected up to now and it is good that the BROWNTRANS project emphasizes this aspect too in order not to lose European cultural and industrial heritage.

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Reflections on Planning for Non-Planners: The University, Community Engagement and Local Area Studies

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Keywords: interdisciplinary; universities; local planning; communities

Education for sustainable development has provided the momentum to incorporate new aspects into a range of university courses whilst a focus on the local environment can provide a variety of examples for students from different disciplines to learn about planning and sustainability. This is discussed in relation to the wider context of university and community relationships. A short-lived attempt in England to set up Foundation Degrees in Sustainable Communities is described, as this led to re-thinking about the introduction of environmental issues and policies into other higher education and professional development courses and making more use of the local area. This coincided with an institutional decision to focus resources on an area of inner city Leicester, where the University has become involved in a number of innovative projects. The broader role of the university in the community is considered and seen as a two-way process, both valuing the local area to the university as a 'training ground' and for students and staff to provide support and expertise to build community capacity and resilience in local neighbourhoods, whilst also gaining from the local knowledge and experience of residents. In addition to an explanation of these initiatives, a literature review was undertaken to provide a context for discussing how universities relate to their local areas and particularly the development of student learning and volunteering in the community. The paper concludes with an assessment of overall trends and some of the next steps to ensure that the collaborative process continues in relation to the local communities and the interdisciplinary teaching, learning and research which have been fostered.

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Innovation and Problem Solving as a Method of Educating Architects and Planners

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Keywords: planning education, innovation, teaching methods

Poland is not the only country, where students are used to a passive type of learning. In this model the flow of knowledge and experience is rather one sided. Teachers and books are treated more as a repository of information, rather than partners and elements of a larger learning process. There are many reasons underlying this, including tradition, culture, common accessibility to state funded higher education, large sizes of student groups and other. But there are countries with somewhat different approach to teaching. For example, at the leading US universities groups of students are smaller, they have to pay for their education and are more eager to get involved in other actions, making their learning process more active and at the same time – more critical.

The above differences in teaching systems may result in their different abilities to answer the arising demands of contemporary world. In this fast paced environment it is difficult to keep up with the new needs. We need to adapt to changing demands of the market, requirements of new policies and social needs as well as trends in planning and design. As nowadays graduates are more mobile we should also be able to teach them more universal abilities and knowledge than before.

The primary case study in this paper an innovative class and workshop series, that was pilot tested last year at our university. The resulting, new didactic method is described, which had been uncommon for most of our traditional classes so far. It aims to give students new abilities to resolve problems, without providing them with the exact method of solving them. It is planned to engage students in research activities and encourage them to take on the initiative and also come up with new problems and ideas. Also it directs them to student led activities outside studio and course work.

Apart from that this paper is arguing with several questions. How should we move onward while retaining the principles of the traditional approach? How to stir up creativity of students? What are the advantages of passive learning model that can be adapted overseas? Which new methods have been welcomed by students, and which have failed?

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Immersed in Ethics: Experiences and Strategies for Planning Education

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Two new programs were launched at The Catholic University of America's (CUA) School of Architecture and Planning in August 2008. The Master of City and Regional Planning (MCRP) and Master of Science in Sustainable Design (MSSD) programs were created to address broader issues of sustainability and stewardship as well as expand the School's offerings that directly fulfill its mission of "building stewardship". While planning is a discipline that has a physical/design dimension, it is also a field that considers other aspects of the human environment particularly those that are social, cultural, economic, and political. CUA's MCRP program takes the stance that all of these aspects are integral to improving quality of life and to planning for the future of our communities. To strengthen the connection between planning and sustainability, the MCRP and MSSD programs work collaboratively on a number of matters and share a core class, Ethics and Stewardship.

This course is required of students at the end of their respective courses of study. The students represent the School's three major disciplines (i.e., architecture, planning and sustainability). Several conceptions of design and planning are examined within the context of sustainability and applied to issues of ethics, inequality and environmental degradation, locally, nationally, and globally. Students also address principles of environmental and social justice among others. In some instances this class is the only opportunity that the non-planning students have to explore these issues. It has also proven to break down the barriers between the three disciplines and expand students' understanding of the complex issues facing our communities.

This paper presentation will discuss how the semester-long class immerses graduate architecture and planning students in stewardship and ethical issues through debates, case studies, and classroom assignments. Particular emphasis will be placed on one assignment, the Ethics Skits, which requires that students perform a 20-minute skit that is developed from a short description of an ethical conflict that a planner or designer may encounter on the job. These descriptions are based on scenarios in Carol Barrett's *Everyday Ethics for Practicing Planners* (Washington, D.C.: American Institute of Certified Planners, 2001). The assignment also incorporates the architects and planners professional codes of ethics. The course fosters open dialogue on issues of race, ethnicity and gender among many others.

The presentation will show how these innovative techniques broaden the awareness of fledgling practitioners as they prepare to face the challenges of our changing world.

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SESSION 8-3 Studio Focused Learning

The Challenge of Teaching a Studio Course to Eighty plus First Year Planning Students

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Keywords: studio pedagogy, large group teaching, planning education

Amid widespread recognition of the need to improve the student experience especially in the first year (Pitkethly and Prosser, 2001), built environment and planning educators are challenged with increasing pressure on their time and resources for teaching. Studio based education, in which students apply ideas to a real site to solve real life problems, has been considered as key to a well-rounded student-centred education in the built environment and planning professions. At the same time, traditional studio-based courses require a high degree of tutor time and attention for each student, which is increasingly impractical given resource constraints and increased class sizes (Tippett, et al., 2011). Drawing on research exploring the growing challenges towards studio teaching (Long, 2012), and in order to maximise the merits of the learning-by doing approach a core first year design-based studio course in Griffith University, Australia has been re-designed through a step-by-step outcome-oriented process.

This paper reports the ongoing attempts including the steps already taken through the re-design process over the last two years, and speculates the future steps that need to be taken to better integrate the studio course with the new technology-based online tools. Key elements of the redesign up to now include: use of unfolding process-oriented analysis-centred design exercise for critical thinking and synthesis of ideas within and across groups; extensive mapping and layered spatial analysis; simulating simplified aspects of community consultation, without directly contacting the community; effective use of regular student-led in-class presentations in giving feedback to students; and including an individual reflective learning journal (in-class diary) as part of the assessment for learning approach. The success of the new design is evaluated through a number of channels including assessment of student graduate outcome, student satisfaction and retention rate. At each stage of the redesign process, the evaluation results outline the future steps. The latest round of evaluation, for example, has illuminated the need for further development of the reflective journal assessment task as an online diary to monitor students' progress outside studio sessions and enhance student time-on-task. The innovations trialled in this studio course enable an interactive studio experience with a high degree of feedback resulting in outstanding learning outcome to be created for large classes.

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Teaching Plan-Making at the Core of Professional Graduate Degree

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Simin Davoudi and John Pendlebury (2010) complain posit that although spatial planning education in the UK has carved out an institutional identity, its conceptual underpinnings remain ambiguous and weak. Tracking the discipline's evolution, they conclude that a substantive focus on space and learning how to integrate knowledge for action sets the planning discipline apart. Scholars from across central and southern Europe reached similar conclusions after three years of deliberation and debate at the Higher Education in Spatial Planning meetings sponsored by the Swiss Federal Institute of Technology(ETH) in Zurich. In their final draft for spatial planning education they not only emphasise the spatial focus but also describe three principles offering conceptual guidance for educational practice:

·Holistic: using a long-term view, it integrates multiple disciplines to master spatial complexity and temporal uncertainty.

Inclusive: it puts social, political, and institutional understanding and technical skills to use in the process of decision-making.

·Practical: it calls for collaborative learning that integrates scientific insight and moral sensitivity to compose useful, adaptive, feasible plans (Hoch & Fischler, 2011, 1).

This paper describes how a faculty beholden to social science disciplines used plan-making practice to restructure the core curriculum for the professional planning degree at one US University. It begins by grounding the curriculum's restructuring in the larger narrative about the development of planning education in the US (Krueckeberg, 1985) and explains how diverse factors catalyzed the fundamental pedagogical shift toward practice in response to institutional and structural changes. Although the above principles did not explicitly motivate change, they do provide a useful and even compelling way to account for the shift.

Our aim in describing this case is not to pitch a model for core curricula but rather to illustrate the cogency and usefulness of the principles both as a response to Davoudi & Pendlebury's challenge and for education change at similarly disposed planning schools. The paper next describes how the approach has evolved over four years of implementation as interdisciplinary faculty learn to adapt their interdisciplinary knowledge to the demands of practical plan-making; finding common ground for a practical, coherent (holistic) and inclusive (technically competent, politically critical, and publicly relevant) planning core. We conclude by exploring some of the limitations and risks of this type of shift and shares the lessons we learnt.

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An Integrated Approach to Urban Design Teaching

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Keywords: Urban Design, Integrated teaching approach, International course

The Urban Design course and studio takes place during the first year (first semester) of the International MSc in Architectural Engineering (6th School of Engineering) of the Politecnico di Milano. The students come from all over the World with a background in Architecture, Civil or Building Engineering.

The paper focuses on teaching innovations introduced during AY 2012-13. The core innovation, both didactic/pedagogic, consists in:

- the integration of theoretical contents, referring to the “Ecological Urban Design Process” (Palazzo, Steiner, 2012) methodology in the didactic practice;
- the public realm and public space (Carmona, 2012) as a strategic topic: the Public space is object of lectures/seminars and a individual task focus on the public space;
- the inclusive approach aims at sharing culture and knowledge background of the students (activities, task)
- the focus on the interdisciplinary approach of the teaching staff (teacher, teacher assistants and young tutors): integration of different knowledges and specialisation, coordination and valorization of different competences and roles;
- integration whit other courses (Architectural design);
- involvement of the whole staff members (teacher, teacher assistants and young tutors) and students (49) in the course book publication project.

The students have to re-design the Master Plan of the strategic *Porta Garibaldi* area in Milano, to give back an "urban dimension" to the single ongoing "architectural" urban transformations, using the public realm, the resilience principles and sustainability of social-ecological systems as the core design strategy.

The final paper will present the results obtained in terms of:

- critical feedback and cultural growth of the students;
- quality and consistency of the students projects.

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Research-By-Design and the Renaissance of the Scenario-Method: A Design-Studio Scenario-Experiment on the Restructuring of Ribbon Development in Flanders

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Keywords: co-production, capacity building, design experiments, resilient structures

The *Flemish Policy Centre Spatial Planning and Housing* recently published a study in which they suggest to use research-by-design to support the development of scenarios within spatial policy making (Uyttenhove et al., 2012). The authors illustrate their arguments with a number of case studies, ranging from the scale of the region to that of local spatial issues. On top of this, the Policy Centre also published a series of studies on how to adopt the scenario-method within spatial policy making (a/o Vandebroeck et al., 2011). Also this time, the authors illustrate their arguments with a case study. In the Netherlands, the recent publication on the history of scenario building within spatial policy in the Netherlands (Salewski, 2012), in turn, suggests to use the scenario-method to support research-by-design. Given these publications, it is fair to say that the scenario-method is currently experiencing a renaissance, driven by the current focus on research-by-design.

All these publications are mainly policy oriented. Given the focus of planning education on research-by-design as a research method proper to the discipline (Cross, 2007), the objective of this paper is to try and translate the suggestions of the publications to an educational (academic) context. In this case the aim of the research-by-design/scenario-method should be to both generate (scientific) knowledge and to educate future planners. This may require a different approach than those employed within policy making.

The paper discusses an attempt to develop such a method and illustrates the implementation within a design-studio. The aim of the studio was to develop novel strategies for a resilient transformation of ribbon development in Flanders. The predicted population increase in Flanders makes that the current policy-of-tolerance no longer will do. The research was commissioned by the Province of Limburg. The proposed method therefore supports both educational and policy objectives and combines the training of future planners and the capacity building of policy makers.

The paper first sketches the renaissance of the scenario-method within the context of research-by-design in Flanders and the Netherlands; to then describe the scenario-method developed within the educational context of a design-studio; to, thirdly, illustrate the ribbon development case; to finally end with positioning the method within the on-going discussion on research-by-design within planning education.

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SESSION 8-4 Integrating Emerging Ideas and Practices into Planning Education

Teaching Planners to Deal: The Pedagogical Value of a (Simulated) Economic Development Negotiation

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Keywords: urban redevelopment; negotiation; public participation; property development; planning ethics

Three decades after planners in North America and Europe began adopting the public/private partnership approach, such arrangements have become the norm in urban redevelopment and city-building (Campbell et al 2000, Fainstein 2001). While sometimes regarded by among scholars of city planning, development “deals” – transactions involving joint financing arrangements and implicating complex contractual relationships between local authorities and developers (see van der Veen and Altes 2011) – are widely accepted in practice. Accordingly, educators have made project finance a staple component of city planning education, with the project *pro forma* nearly as firmly established in the graduate’s toolkit as the population projection, the neighborhood demographic profile and the site plan. Each of the ten largest city planning programs in North America offers at least one real estate development course, and several offer joint degrees or certificates in real estate in collaboration with schools of business or public policy. The same is true of a large majority of programs ranked in the “Top Ten” by the website Planetizen. Relationships with real estate development are deepening in European planning pedagogy as well.

In light of these trends, the vocabulary of public/private development– that of negotiation and contracting – has gained ascendance in the planning field. But contract negotiation techniques, unreflectively applied, may allow growth and competitiveness to eclipse other goals. This paper contributes to a growing literature on the instantiation of justice and equity in contemporary planning practice by analyzing the logic, structure and outcomes of a classroom exercise that prompts student participants to engage with questions of both public participation and substantive justice in planning. Assigned in a course on economic development theories and techniques, the exercise simulates an actual case, a redevelopment project in Denver, Colorado in the U.S. While chiefly a negotiation, the exercise juxtaposes contract negotiation and public deliberation frameworks in a way that induces reflection on the differences between them. The negotiation also requires students to contemplate what occurs when interest groups with justice-related claims insert themselves into a publicly subsidized development process, and to consider the normative vs. technical roles of professional planners.

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How Has the Breakthrough of New Public Management Changed Planning Practice and Planning Education in Finland?

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Keywords: new public management, planning education, planning practice

The principles of New Public Management (NPM) have shaped the style of governance in the Anglo-American world already for several decades, but they have also made their way to Nordic well-fare states such as Finland recently (Karppi & Sinervo (eds.) 2009). This paper focuses on the effects that NPM has had on planning practice and planning education in Finland.

New Public Management is known as a doctrine that aims at increasing the efficiency of the public sector. Due to this, NPM has been discussed mostly in terms of the *methods* or *governance instruments* that the public sector has adopted. However, NPM has not only influenced the ways in which public sector carries out its duties, but it has also changed the *aims* and *objectives* of the public sector. Most importantly, NPM has been connected to the aim of decreasing regulation.

This paper argues that due to the breakthrough of NPM, the daily work of Finnish municipal and regional planners has changed considerably in recent years. For instance, governance instruments such as the purchaser-provider model, outsourcing of the service provision, competitive bidding and public-private partnerships have become a part of the everyday life of Finnish planners. Most of the new practices work for de-regulation, but there is still a role for regulative planning as well. The principles of NPM seem to have split up the profession of planners and this process of bifurcation, in turn, has changed the educational needs in the field of planning.

NPM has influenced the daily work in Finnish Universities as well (Rinne & al. 2012). For instance, when the new University Act of Finland became effective in the year 2010, universities got away with most of the bureaucracy in decision-making. This has had the consequence that universities are nowadays very quick in responding to new educational needs. However, there is a risk that they have become even too quick. After all, universities would not need only to adapt to the new ways of planning and modes of governance, but they should also recognize the role that they have in shaping the future of governance styles and planning cultures.

This paper introduces how Aalto University – a flagship of Finnish university reform – has transformed its programmes and courses in planning, and explores the ways in which these changes reflect recent the transformations of planning practice in Finland.

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Metabolizing Design: How is the Process Conceptualized across the Urban Disciplines?

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Keywords: process, sustainability, socio-technical systems, participatory design

While recent years have witnessed the emergence of process as a common concern among the design disciplines, there is little agreement about what process actually means and how distinct conceptions of process are applied to different contexts in the built environment. Departing from an emphasis on objectified outcomes, a focus on process has engendered the integration of diverse collaborators, the implementation of adaptive feedback loops, the development of innovative technologies, and more transparent conduits of communication between “users” and “makers” of the built environment. Process-based design has thus been employed as a means through which to develop more socially relevant, inclusive, and sustainable solutions to real world challenges. Beyond this base understanding of process, however, there is significant divergence in how process is actually operationalized and as a result, missed opportunities for collaboration between the spheres of planning, architecture, and landscape architecture both in and outside the academy. For example, even though integrated design processes are fundamental to green building strategies, the reality of who is involved and in what manner feedback is synthesized into the design are porous. Further, in the age of community benefit agreements and building assessment systems, the metrics with which design processes are evaluated are widely divergent depending on the discipline and orientation of the practitioner.

Employing lenses from Science and Technology Studies (STS) and Urban Political Ecology (UPE), this paper will examine how process is conceived, operationalized, and evaluated within planning, architecture, and landscape architecture education through a content analysis of syllabi across disciplines, universities, and socio-economic foci. This content analysis will then be buttressed with key informant interviews that will help clarify the intentions of leading instructors once patterns are identified through the syllabi review. Utilizing an analytical framework that explores process as metabolism, outcome, and representation, we hypothesize that a hybrid model that draws from all three disciplines is needed to advance a design agenda that is socially relevant, technically appropriate, and most effectively bridges bifurcations within the design disciplines.

SESSION 8-5 Innovative Tools for Planning Education

Communicative turn in Planning Education? Reflections on Communication Tools and Methods in Urban Design and Urban Planning

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According to the “communicative turn” in the 1990ies (Healey, 1996) urban design and urban planning is no longer considered just a “*Gestaltungsakt*”, but also a process of negotiating actively diverse needs and preferences of different actors. The emergence of new forms of “collaborative” or “deliberative” planning (Healey, 1997; Forester, 1999) as a result of the public interest in helping to shape the environment has increased in recent years. At the same time due to the accelerated rise of digital technologies, new tools and methodologies of communication have not only influenced social networks and implemented themselves significantly in the urban environment; they are changing the way of planning in terms of increased possibilities for expression of interest and access towards decision-making processes. Planners and designers increasingly have to use a wide range of these tools and methodologies of communication. It relates to the field of analysis (GIS, mapping, Crowd Sourcing, real-time data analysis, etc.), the methods of design and representation (hand sketches, CAD, 3D, graphic design, modeling, interactive models, etc.) and the distribution of content (print media, Web 2.0, social networking, mobile internet, etc.), as well as the involvement of different stakeholders (surveys, moderation, etc.) in planning processes.

Achieving innovation in planning and urban design education requires a review of the skills necessary to develop analysis, a vision and proposals towards the implementation of a sustainable city development and a rethinking of knowledge transfer as new tools develop fast.

In scientific discussions and working practice the relevance and impact of these developments, is not yet widely addressed within the context of urban planning and urban design education. Based on a workshop with leading professionals in German planning education and planning practice held in Spring 2013, this paper intends to discuss about potentials of tools and methods of communication in urban design and urban planning and their integration in planning education. Leading questions are: How can a wider understanding of communication become implemented in urban planning policy and planning education? How does a conscious choice of tools and methods can work towards a more just and sustainable environment?

In the paper we present a comprehensive understanding of the roles traditional as well as upcoming communication tools and methodologies have in urban design and urban planning today taking into account conceptions of planning paradigms based on theories of complexity and communicative rationality.

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Keywords: communicative turn, communication tools, urban design and planning education, knowledge transfer, complexity

Planning and Spatial Citizenship: Educating the Next Generation of Planners

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Keywords: participatory planning, case studies, GIS, skills, education, curricula

Citizenship is typically understood as a status bestowed upon those that are full members of a particular group. Karen Mossberger and her colleagues (2008) elucidated the concept of digital citizenship which they define as the ability of individuals to participate effectively in online activities. The notion of digital citizenship is predicated on the growing awareness among planners and policymakers that technologies have become an ubiquitous and invisible part of our everyday lives. Further, many everyday activities navigate between physical and virtual worlds. Digital citizens use technology frequently to access political information and fulfil their civic obligations and they also use technology at work for economic gain. Building on the work of my colleagues in Salzburg, Austria, I am developing the concept of spatial citizenship as an important component of educating the next generation of planners. *A spatial citizen is an individual who has the motivation, knowledge, skills and competencies to access and reason with geo-information available in a variety of locations and formats in order to participate in democratic processes.*

The paper has three main objectives:

1. To outline and clarify our collective understanding of spatial citizenship as it pertains to planning and policymaking;
2. Present three case studies where spatial citizenship was demonstrated by prospective urban planners;
3. Draw conclusions about implications for curriculum design at the Master's (post-graduate level) so that they are able to become successful community planners.

The three case studies collectively demonstrate how prospective urban planners used readily accessible technologies were integrated to provide timely assistance to New Yorkers. Two of these projects addressed the problems that arose as a result of SuperStorm Sandy that affected the New York region in late 2012. One of the projects focused on the national election which also occurred during the same time frame. The case studies are summaries of semester-long student projects which were conducted as part of a Masters (post-graduate) course. The case studies provide the data to discuss the complexities associated with the use of digital technologies to support spatial knowledge production, community capacity building and empowerment. By discussing the particulars of these cases, I intend to make the case for a more rigorous and systematic commitment to thinking and teaching about digital technologies across the planning curriculum.

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Developing Planning Students' Creativity by Teaching Multi-Agent Simulation

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Keywords: multi-agent simulation, teaching, creativity, urban planning, NetLogo

To make planning for resilient cities we need innovative planners who can identify and analyse complex urban problems, propose and evaluate solutions, and synthesize results into practical plans. No doubt education plays a crucial role. The main problem of traditional planning education, which mostly conveys knowledge of planning principles, is the failure of promoting students' understanding of the problems and developing their abilities to judge the goodness of a plan. The result is harmful to professional planning in the long run. Therefore, urban planning education also calls for innovation which can more effectively develop students' comprehensive abilities, particularly creativity.

This paper introduces an exploration on teaching multi-agent simulation to undergraduates of the urban planning major in the course of urban system analysis. The purpose of the exploration is to provide students a tool for analysing urban phenomena and urban planning more rationally, a platform for integrating academic as well professional knowledge and techniques and testing their planning and design ideas, and to promote students' interests of learning.

The course includes two phases in two semesters: The first phase was aimed to make the students grasp the fundamental techniques of NetLogo multi-agent simulation software; the second phase was aimed to make students apply the new tool in solving real-world problems, which was dining in university canteens in this particular case. By reviewing the students' homework and feedbacks, it is found that the effect of the teaching was over expectation. The students not only grasped the software quickly, but also made innovations in topic selection and problem solving. They learned the more advanced techniques than the basics by themselves. They thought their way of thinking was broadened, had deeper understanding on mechanisms behind urban phenomena, and expected further application of the new tool in urban planning practices. From the team work, they learned to distribute workloads and enjoyed solving problems together, which is an important quality for professional planning in the real world.

The success of this teaching exploration can be attributed to fitting students' motivation, promoting learning interest, providing space for innovation, selecting topics close to daily life, etc. The utility of multi-agent technique itself to urban planning and research also contributed to sufficing students' appetite for knowledge and the call for more rational methodologies for urban planning.

Impact Assessment of Practicum Communities

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Keywords: service learning, practicum course, impact assessment

This research provides an impact assessment of a planning practicum course on participating communities. This course involves students, faculty, and clients, usually non-profit organizations, local governments or community development organizations. Interviews with 48 clients for 56 projects between the years 2000 and 2010 were completed. The overall response rate is 62.5%. Key findings include that a majority of projects use the practicum product in a larger organizational process or initiative. Practicum clients often utilize the practicum data in grant applications. Overall, clients for 30 of the 35 projects indicated that the project either met or exceeded their expectations.

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SESSION 8-6 Internationalization of Planning Education

The Unplanned Path of Chinese Planning Schools: Historic Retrospect and its Future Prospects

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Keywords: planning education, China urban planning, planning history

China's planning education just celebrated its sixtieth anniversary as the first urban planning program was founded at Tongji University in 1952. While looking back the past sixty years, or much longer if we consider the very first introduction of modern urban planning as a "scientific and technical tool" in the early twentieth century, Chinese planning schools have by no means gone through a planned path. They were given birth by the modern nation-state building in the 1920s, rooted in the civil engineering or architecture schools, boomed by the installation of state industrialization and modernization plans in the 1950s, shut down in the 1960s and regained their efficacy in the mid-1970s hereafter. Nevertheless, the number of Chinese planning schools didn't increase much until the late 1990s. Since then, it has experienced an explosive growth from less than 30 to over 300.

Based on archival research, interviews, literature review and official statistical data, the paper is a first attempt to provide a holistic picture on the history of China's professional urban planning education, its beginning, downturn, heydays as well as challenges it facing. Under the double administration from Ministry of Construction and Ministry of Education, China's urban planning education has its long tradition of a homogeneous or even inbreeding structure, while it also has its advantage of staying close to the planning practice all along the way. However, the core value of Chinese planning education, which very much based on theories and practice designed for the planning economy or later serving the fast growing cities is under the challenge of a more and more market-driven economy, a rising civil society whose physical environment is entering its maturing stage and large-scale construction will not sustain any longer.

Educating 'World Professionals'? – The Challenges of Internationalisation and the Planning Curriculum

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Keywords: internationalisation, planning education, resilience

Planning as a discipline has a long history of internationalism and the sharing of ideas and practices between different countries and parts of the globe has been one of the driving forces in its evolution (Sykes, Lord and Jha Thakur, 2010). As planning systems have continued to evolve, there has been sustained interest in how different issues are addressed and the outcomes of planning action in different countries. Planning's character as an applied discipline has led to both its theory and practice being shaped by international 'knowledge exchange'. Indeed, Faludi and Waterhout (2002: 2) have even described planners as "notorious internationalists"! In Europe, the European Union and Council of Europe have sought to foster the international exchange of planning ideas and the sensitisation of planning practice to transnational concepts and contexts. On a wider international front, greater integration of the world economy combined with increasing global interdependencies and the emergence of shared planning challenges have led many public bodies that employ planners to cooperate internationally on the basis of spatial proximity or connectivity, similar territorial interests or contexts, and thematic networks based on addressing challenges such as climate change. Similarly, the growth of multi-disciplinary private consultancies with operations in many different countries has played a role in the internationalisation of planning practice. Recent decades have also seen the increasing internationalisation of higher education and a rise in international student mobility. Accompanying this, there has been much reflection on the extent to which universities are preparing their students to be future world citizens, or in practice-related disciplines such as planning, to be 'world professionals'. Many universities have developed internationalisation strategies to seek to respond to such issues. In the field of planning, reflecting this context, UN Habitat has argued for the adoption a 'one-world' approach to planning education which equips students to work in different 'world contexts' (UN Habitat, 2009). Many universities have already developed, or are developing, teaching or programmes which seek to respond to the challenges of internationalisation (Goldstein, et al., 2006) and prepare graduates to contribute to the habitability and resilience of cities and regions in the face of 'current and future urban and development challenges' (UN Habitat, 2009). The present paper reflects on the challenges faced by planning education in responding to the contexts outlined above and reports on the development of a new module which seeks to contribute to the internationalisation of the planning curriculum in a UK university.

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International Networks in Planning Education: Do They Bring Us Closer in a Changing World?

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Keywords: planning education, international networking, academic mobility

Besides the outlined general future challenges to Europe - globalization, demographic and climate change, and energy demand, there is also specific vulnerability expected of different regions due to overlapping challenges and particular socio-cultural context (SEC, 2008). That requires explicit sensitivity of the national planning systems to emerging priority issues of urban and rural viability. Newly emerging challenges are however still underestimated or difficult to interpret in current planning practice in the region of South-eastern Europe, and Bulgaria in particular. A priority focus of socially responsible planning education within the changing European higher education context is aiming at experts with both professional capacity and motivation for innovative action (Roberts, 2009; Geppert & Cotella, 2010; GUNI, 2012). The paper discusses the chances provided by international networking of different scope in the Programme in Urbanism at the University of Architecture, Civil Engineering and Geodesy, Sofia, in view of the particular spatial development challenges in the country and in the broader regional context. A comparative analysis is carried out of students' and teachers' estimation on benefits and barriers in international educational collaboration within EU programmes ERASMUS, CEEPUS and ERASMUS-MUNDUS in the period 2007-2012. Conclusions are drawn about the effectiveness of the established contacts in terms of enhanced learning capacity, ability to interpret professional expertise acquired abroad in the national planning context and motivation for proactive approach to local challenges. Recommendations are made for more clearly formulating strategic priorities in educational and research collaboration and networking.

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Project AGIRE: An International Collaborative Studio

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Keywords: international collaborative course, water management, production resilience

This paper describes the conceptualization and conduct of an international collaboration between the University of Tours, France and Florida Atlantic University, USA in the implementation of a joint planning studio on the topic of water resource management. The paper describes the context, central themes, methodology, outcomes, and the relevance of planning education. The context for the collaboration is twofold: first, a mutual interest in water resource issues, ranging from system-wide issues (availability of water), to the production and provision of water resources to a multiple set of end users (including **resilience issues** in the production functions), to evaluation of the system in terms of efficiency, equity, professional accountability and sustainability; and second, to mix mostly technical oriented students (Tours) with mostly policy oriented students (FAU). The central theme is to design and conduct a comparative study of water resource management including environmental and institutional settings, production functions, and evaluation criteria. The design or methodology to structure the conceptual and empirical observations is based on the complexity theoretical approaches of Ostrom and Innes, both of whom interestingly have written in the area of water resource management. The course includes – in addition to formal instruction in complexity theoretical approaches, other materials related to water resource management, and interviews with providers and stakeholders – two 10 day intensive workshops conducted in both sites. The outcomes of the course include thick descriptions of the water management system (as full as possible specification of the component parts of the Ostrom IAD framework) in both locations as well as a theoretical paper to be developed by the course instructors. This course extends planning education by allowing international collaborators to focus on a common methodology to a common problem, to jointly execute case studies and to compare systems, and to include both theoretical and practical considerations.

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Educating Planners for the New Challenge of Sustainability, Knowledge and Governance: Report from a EU/US Exploratory Collaborative Project in Planning Education

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Keywords: planning education and pedagogy; internationalization; faculty and student exchange; comparative planning research and practice

This paper will report on the project “Educating Planners for the New Challenge of Sustainability, Knowledge and Governance” (PLAN-ED), aimed at the international exchange of planning knowledge, methodologies, and practices and the tuning of competences and learning outcomes in urban and regional planning degree-granting institution. The project was funded under the EU/US collaborative Atlantis programme. In practice, the project created a forum and a comparative framework in which four planning schools in very different geo-political contexts in the EU and the USA considered and debated innovative planning and policy solutions and their role as educators through knowledge sharing. These aims were in response to the realisation that urban planners across the globe are facing new common environmental, political and socioeconomic challenges (Hague et al, 2006).

This paper will reflect on the approach taken by Atlantis and PLAN-ED for promoting the comparability, transparency, and interchangeability of planning knowledge, practices, and skills. We will first describe the project rationale, activities and second assess its achievements and shortcomings within the broader analytical discourse around transnationality of planning knowledge and practice.

PANEL 8-2 Higher Education Spatial Planning Using Integrated Place Focused Learning

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Keywords: higher education, spatial planning, core tasks

Universities and technical schools educate today for the tasks of the future. Ideas about what tasks will be meaningful for spatial planning and development in the future must therefore be the central starting point of a university education. Research and education thus stand in close interaction.

Spatial development in Europe and abroad is now facing unprecedented major challenges. As before, the expansion of settlement areas continues to draw on valuable cultural land, the overload from large infrastructures keeps increasing and, under tight financial conditions, the development of major transportation infrastructures can no longer keep up with the desired economic development. Especially in numerous Eastern European countries, there are still extensive environmental protection problems to be solved, in other countries, a change of energy supply will offer new possibilities, but could also create big conflicts. Among the challenges are the development of a comprehensive approach to the spatial impact and the consequences of change in society, climate, and technology.

The core task of spatial planning is the orderly, sustainable design of our living spaces. For about a half-century, spatial planning has been embedded in the law as an institutionalised public function and is therefore part of the function of public administration and decision making. The various levels of spatial planning have, depending on the respective countries, a variety of regulations and quite different jurisdictions. The planning culture in interaction with spatially relevant actors is likewise quite different. Spatial planning is a discipline that is deeply bound to language, culture and paradigm.

Although worldwide usable models for the acquisition and testing of solutions can offer valuable insights and foundations, seldom can they replace real space as a learning laboratory. That is especially true for the understanding of social, legal and political interactions. Therefore, cooperation with leading actors in practice is of central importance in a high-quality education. University education is in an upheaval. Far-reaching changes in the field of education (for example, the Bologna reform in Europe), new possibilities for learning that are independent of time and place (e-learning), expanded possibilities for experiments using tailor-made models, and additional demands on graduates have led to new study programs and educational concepts.

In times of rapid change, it is necessary to get the overview and deeper insights about the state and perspectives of higher education in our field. Therefore, the Chair of Spatial Development at the ETH Zurich took the initiative to invite colleagues from different countries and continents, from universities and practise to start a dialogue and discourse about future demands, challenges and perspectives of Higher Education in Spatial Planning (HESP).

In a sequence of HESPs, as we are calling the respective symposia of 2009, 2010 and 2011, positions and arguments were developed and strengthened. In autumn 2012 the results were published in a book with the title: Higher Education of Spatial Planning – Positions and Reflections. The publication presents the results in the form of joint positions and the more personal reflections.

With a roundtable at the AESOP-ACSP-joint congress in Dublin the positions and reflections could be presented and furthermore the discussion about Higher Education in Spatial could be intensified.

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PANEL 8-3 Massive Open Online Courses: The Future of Planning Education?

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Keywords: technology, distance education, planning education

Over the last year there has been a major jump in the availability and accessibility of massive open online courses. These courses aim for large-scale participation and open access via the internet. The rise of Coursera, Udacity and EdX have brought major attention to MOOC's with many universities across the globe signing on to participate in these platforms. Sanchez, Evans-Cowley and Lizcano will share their experience in teaching a MOOC titled "TechniCity" on Coursera to be offered this May (<http://www.coursera.org/techcity>). Whittington will share the University of Washington's MOOC certificate program. This session will engage in dialogue around the role that planning programs should play in MOOCs. We'll engage around questions such as How can we educate citizen planners through MOOCs? What is the market value for a student completing a MOOC? Should our institutions allow placement by exam for students completing MOOCs? What benefits are there for our on campus students in taking a MOOC?

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SESSION 8-7 Planning Education & Research

The Products of Research on Spatial Planning and Urban Development. An Inquiry into the Recent Italian Planning Literature

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Keywords: planning research products, planning journals, Italy

What does it mean doing research in spatial planning and urban development? What is it produced? For what use? For whom? These are the key questions remembering that the nature, the methods and the products of research in this field are under scrutiny in many countries. The growing pressure exerted by international rankings on Universities, the assessment of academics' productivity, the role of EU funds, and the search for visibility by departments and research centres are challenging the everyday work of academics. The improvement of the quality of research is the goal, in view of the diffusion of results and the demonstration that the discipline has a "social utility", but there is not a unique vision on the directions to be followed.

In Italy, the recent University reform, a research quality assessment exercise under way, and the selection of academics making use of an innovated procedure, are accelerating the discussion on the specificity of research in spatial planning and urban design. A first step was a discussion on the quality of journals on which planners and urban designers usually publish, but there is a urgency to debate, more generally, what kind of research is expected to be developed, and what "research products" must be delivered. And this regards also the structure of the discipline itself (what is the focus, what the specific methods used, etc.), the way academics are trained (PhD programmes, in particular), how they participate in the national and international debate and are selected, as well as the way research is financially supported, and finally, the connections between scholarship and practical (also professional) activities.

The paper, after a survey of the international debate (Boyer, 1990; Hopkins, 2001; Forsyth and Crewe, 2006; Forsyth, 2012) allowing to develop an analytical framework, analyzes what is considered "research product" by the Italian academia on the basis of the articles published on key Italian journals. The goal is not to provide a judgement on each contribution, but to elaborate a classification of the contents, methods and results of what is proposed as – or should be – the product of research work.

Towards Mutual Recognition: Planning Practice and Education in Europe

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The paper describes the results of a research project aimed at comparing the educational background of professional planners. The research was carried out on behalf of the European Council of Town Planners – Conseil Européen des Urbanistes (ECTP-CEU) as part of a broader ECTP-CEU research initiative to investigate the best way to achieve mobility for professional planners within Europe in response to EU Directive 2005/36/EC on the Recognition of Professional Qualifications.

The comparison of educational qualifications of practicing planners is difficult because of the wide diversity that still exists within Europe on the definition, culture and understanding of the profession. The methodology that was used entailed combining feedback from representatives of 23 ECTP-CEU member organisations with an extensive survey of institutions currently providing planning education in each of the 23 countries. This information enabled the identification of 'exemplar courses' which could be used to examine the 'ideal-typical' educational makeup of recent entrants to full ECTP-CEU member organisations.

Using keyword analysis and the European Credit Transfer and Accumulation System (ECTS), the adopted methodology assigns subjects to a list of eight categories of skills and competences and graphically represents these in an easily understood visual format. The results of the research, (which have generated significant interest amongst the member associations of ECTP-CEU) show how it is possible to develop a methodology which allows a standardised comparison of educational programmes throughout Europe. It represents an initial attempt to systematically assess the educational makeup of professional planners across a relatively large number of European Countries. While the results of the research revealed a wide variation in the educational background of recent entrants to ECTP-CEU member organisations across Europe as a whole, it also identified a number of approaches to planning education and qualifications, suggesting that many planning professionals in different countries have similar profiles in terms of the duration and content of their formal planning education.

On a practical level, the research is useful in that it has helped to identify similarities between qualifications held by professionals in different countries which could form the basis for future agreements on the mutual recognition of professional planning qualifications across Europe.

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The Research-led Pedagogy in Contemporary Planning Education

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Keywords: research-led, pedagogy, planning education, curriculum design

This paper aims to explore the research-led pedagogy in contemporary planning education based on a case study of the curriculum design in the Department of Urban Planning and Design, Xi'an Jiaotong-Liverpool University. By incorporating ongoing research projects into the teaching and learning activities, the new curricula make it easier for students to deepen their understanding of the latest requirements of China's overall strategic development plans (e.g. the integration development of urban and rural areas), and thereby coping with new issues arising in the urban-rural transformation. In addition to the traditional ways of teaching (e.g. lectures, tutorials, seminars, etc.), a range of new methods (e.g. games, interdisciplinary workshops, field studies, summer undergraduate research projects, etc.) have been introduced to facilitate students' active learning. The application of these new teaching methods, as a move away from the lecture-based approach to a hands-on approach, provides an opportunity for students to engage with some innovative concepts (e.g. sustainability, resilience, etc.) and explore their applicability and value in practice. Meanwhile a comparative study of the educational practices between the UK and China are made to explore the differences, considering the host institution of this study itself is a joint venture between Xi'an Jiaotong University China and the University of Liverpool UK. It is found from this study that there is an urgent need to nurture a research led leaning environment which can facilitate innovative educational practices or similar. Relevant strategies are then provided.

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POSTERS 8

Brussels' Watersheds as Catalysts of Urban Development: towards a Water Sensitive City

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Keywords: water sensitive city, urban resilience design studio, sustainable urban development, waterscape armature

The urban design and architecture faculties have traditionally disregarded the question of water management as a structuring element of the urban project. The rising risk of urban flooding due to the combined effect of climate change and the high rate of urbanization prompted some faculties to launch new programs dealing with the question. In Europe, the Postgraduate Masters in Urbanism from KU Leuven (Belgium) and TU Delft (The Netherlands) are the best known examples and have surely contributed to raise awareness in the academic milieu about water sensitive urban design.

Traditional urban water management has fully ignored the landscape and ecological processes regulated by the water cycle (e.g. erosion, surface and groundwater levels, vegetation growth along drainage patterns, water chemistry...) relying rather on the construction of physical infrastructure to solve in centralized fashion issues of water supply and drainage inside cities. Alternatively, solutions for environmental mitigation are searched for, in order to reduce the impact of human settlements on the natural water cycle (Kotola and Nurminen, 2003), like managing storm water by means of "green infrastructure" or "new urban rivers" (Mahaut, 2011), while at the same time acknowledging the role water can play in enhancing the urban environment (Novotny and Brown, 2007). This green infrastructure builds upon and can eventually reinforce the urban armature of green, public spaces, next to provide multiple, desirable environmental outcomes (e.g. restored wetlands, bio swales, rain gardens...). Thus, the role of architects and urban designers is imperative in transforming these theoretical initiatives in practical actions.

In Brussels, the challenge of water management is related to a series of factors that amplify the problem –the high rate of urbanization affecting the water's natural network, large impermeable areas, and numerous obstacles for water run-off and artificialized rivers have all transformed Brussels' water friendly valleys in areas with a high risk of flooding. Furthermore, the forecasted demographic 'explosion' expected from now till 2040 only adds urgency to the matter. The design unit Space Speculation (ULB Faculty of Architecture), proposed to investigate the potential of Brussels' watersheds as catalysts of urban development during the 2012 spring semester. The main hypothesis was that the specific hydrological conditions that exist throughout the Brussels' region (the Zenne valley and its tributaries together with the artificial channel built during the 2nd half of the 19th century) could become the armature for the development of metropolitan parks and public spaces, by interrelating different scales of intervention and impact.

In this poster we intend to reflect the whole design process, from description to project, from understanding the structuring part of the old city's valleys during its development and for its present configuration, to the adoption of sustainable water management and water sensitive urban design practices accommodating growth to the ecological and hydrological characteristics of the wider region.

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TRACK 9: DESIGN AND HISTORY OF THE URBAN ENVIRONMENT

SESSION 9-1 Sustainability

American vs European Green Urbanism: Towards a Unified Prescriptive Theory of Sustainable Urbanism

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Keywords: urban design; green urbanism, sustainable urbanism; comparative urbanism

Green urbanism has become the byword for sustainable development on both sides of the Atlantic. Yet, while it is agreed that green urbanism includes pedestrianism, compact urban form, medium to high densities, mass public transport, 'bicyclism,' and mixed land uses (among other prescriptions), the different planning and socio-cultural contexts of the United States and Europe have translated the same prescriptions into distinct and sometimes different forms. In some cases, the differences are so marked that a planning practitioner in Europe, for example, may find 'American green urbanism' quite different, and in fact not so green, when compared with European green urbanism. This paper compares the elements of sustainable urbanism on both sides of the Atlantic as specified in their academic and professional literature in order to identify their commonalities and differences. The paper argues that although American and European green urbanisms have indeed thematic similarities, their differences call into question the possibility of a general prescriptive theory of green urbanism. The paper concludes suggesting ways in which green urbanism in the United States and Europe can learn from each other towards developing a more unified theory of green urbanism for wider application in both continents and in other geographical locations.

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The Growth of High-Rise Buildings in the U.S. Suburbs: Will Suburban Tall Promote Sustainable Development?

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Keywords: high-rise development, sustainability, quality of life, American suburbs

Purpose

This paper examines the claims that new high-rise development has the potential to define sustainable urban growth patterns because it is conducive to compact and walkable communities that consume less of natural land and greenfields. Suburban sprawl is increasingly unaffordable, and the introduction of tall buildings in the suburbs is proposed as an alternative solution to the escalation of low-rise spread. High-rise development, particularly, residential, is growing in the suburbs of many American metropolitan areas.

Methodology

A set of suburbs from two American metropolitan areas Chicago (Evanston, Schaumburg, Arlington Heights, and Oak Brook) and Miami (Coral Gables, Sunny Isles Beach and Hallandale Beach) that experience substantial residential high-rise development are selected for examination. These two metropolitan areas are selected based on their distinct urban growth characteristics. While Miami has reached its natural growth boundaries and building up is a necessity, in Chicago, high-rise development is viewed as a means to combat vast urban sprawl. However, in both metropolitan areas, high-rises define a new way of living in suburbs and pose questions regarding sustainability, overall fit, and quality of life.

Within the selected suburbs, the research examines key sustainability and urban design issues including: automobile network, mass-transit, infrastructure, energy consumption and saving, walkability, bikeability, mixed-use, economic impact, land utilization, density, spatial patterns, heights and massing, architectural and perceptual characteristics, green design, human scale, and amenities. The research conducts time-series aerial photographs analysis, 3D massing studies, thematic image-mapping synthesis, socio-economic and cluster analysis of high-rise developments. The clusters are identified based on the Nearest Neighbor Hierarchical Spatial Clustering method in Crime Stat Program. Also, an opinion survey is conducted.

Findings

Analysis and findings indicate that the high-rise suburban development could be conducive to sustainable suburban growth that mitigates the negative impacts of low density urban sprawl. However, such a model of development is likely to receive oppositions from local residents.

Resilient Dubai: Planning for the Next Resurrection

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Keywords: urban design strategies, urban fragmentation, Dubai

Dubai has been a remarkable resilient city! Aspiring to achieve a global stature, Dubai has in the past decade pursued a daring strategy to transform itself into an increasingly influential node in the global grid of networked cities. This city-state has deployed urban design and planning strategies aimed to transpose into a global attraction for real-estate investment, finance, and tourism; a destination for the flow of capital, labor, ideas, and culture.

Significantly, the emergent landscape has taken the shape of piecemeal, fragmented, and segregated enclaves: an amalgam of spatial zones that afford a mixture of exemptions and incentives (e.g., tax breaks, foreign property ownership, or loose environmental regulations). Marked by disengagement from their immediate urban context demarcated by physical as well as symbolic differentiation, such enclaves are privileged spatial constructs that are powerfully connected with other valued spaces across town (i.e., at the local level) as well as with similar enclaves in other global cities.

The 2009 global economic recession has put Dubai on hold. The real estate market collapsed and major landmark projects were phased out or totally cancelled. Yet, the ever-resilient city, Dubai began to explore options to come back as a locus of global energy and urbanity. While one would expect a reconsideration of the enclave-by-design approach that has fragmented the city, shattered its public realm, and denied all possibilities of inclusion and citizenship, the exact opposite has taken hold. The city moved further into urban design strategies based on theming, exclusivity, and segregation. As such a valuable opportunity has been lost to reclaim what could have been a viable, livable, and humane city.

This paper will elaborate the recent urban design and planning strategies pursued to put Dubai back on track after the withering turmoil of the global recession. How are these strategies implemented? How supportive can they be towards Dubai's resurrection? And, what are their contributions to the city's sustainability, identity, and placemaking? The paper will conclude with a critical assessment that can inform future urban design and planning initiatives in Dubai and beyond.

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Sustainable Urban Design with Chinese Characteristics: Inspiration from the Shan-Shui City Idea

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Keywords: Sustainable urban development, Shan-Shui City, Place-Making, China

Aspiration for economic development and the forces of globalization have driven China to embrace global city planning and city building ideas. While China's quick adoption of ideas, such as the Garden City theory, zoning practices, CBD development, and eco-city construction, has made its urban development a laboratory for innovation and experimentation, a threat of identity loss in many Chinese cities is becoming evident. Some scholars have suggested that "China seems to apprehend a need to return to its original civilization" and see the significance of applying the values embedded in traditional Chinese urbanism, such as balance and harmonious human-nature relationships, in its urban development (Sit, 2010).

This paper examines how a Chinese vernacular urbanism, the Shan-Shui City (山水城市), can be an important source of inspiration for creating places that can balance the needs for economic growth, environmental protection, and social improvements. The fundamental principles of this vernacular city-building approach derive from Chinese philosophy which promotes a harmonious and mutually nurturing relationship between man and nature; application of these principles have long manifest through the aesthetic prescription of classic Chinese garden and landscape design (Fu, 2002). The Shan-Shui city idea often resonates strongly with local communities because of its deep social and cultural roots in Chinese civilization (Rowe and Wu, 2002).

Using archive research and content analysis, this work traces the evolution of the Shan-Shui city idea and its practices through ancient China, as well as its re-inception in China's contemporary urban planning and design. It analyzes the planning and design process of two cases that apply the Shan-Shui city idea, the Beijing Olympic Forest Park and Tangshan Southlake Eco-city, investigating the convergence and divergence of Shan-Shui city practices with modern eco-city urbanism. We argue that the environmental values and attitudes underlying the "Shan-Shui" concept and the spatial planning and design solutions derived from the "Shan-Shui" city principles make this place-making approach an appealing and effective sustainable urban development strategy in China.

As China strives to direct its urbanization in a sustainable direction, an important questions arises that how urban development can successfully accommodate the fastest rate of urbanization in the world while maintaining elements of Chinese identity in modifying and creating urban environments? An answer to this question will have significant impacts on the continuous evolution of cities in China as the country enters a new stage of urbanization and urban development.

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Technospace Ecologies

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Keywords: technoscience; practical space; practical scale; urban form; regional form

'Technoscience' approaches in the philosophy of science suggest that the conventional priority of 'pure' or theoretical science over 'applied' technology must be reversed. It is, according to philosophers like Patrick Heelan, Ian Hacking, Peter Galison, Andrew Feenberg and Andrew Pickering not 'pure' science that leads developments in 'applied' technology but rather telescopes, microscopes and steam engines that come first and trigger the development of the theoretical sciences (Ihde 1991). More generally this idea joins with an idea of the priority of practice, this idea emphasising the overwhelmingly routine nature of most social, economic and everyday life and the fact that what we do most of the time is founded in a practical, organised, material realm rather than at any theoretical level. When it comes to our geographical or territorial world, Peter Taylor (1999a) contrasts the view of Jean Gottmann (1951) who suggested that if the world was simply a smooth sphere there would be no need for the discipline of geography, with that of William Bunge (1973) who argued that with all the ephemeral detail out of the way the spatial laws of geography could operate transparently. The contrast is of a complex but organised and material world on the one hand and a world of 'pure' theory on the other.

The fact is there is a lot of technology already embedded in the world, and if we look at this through the lens of the technoscience philosophers the possibility arises that perplexing theoretical matters in geography, like that of space and scale, might be tractable when we approach them through technology. But we need also to think about how technology – or technology and practice – find their place in our geographies. I have previously argued that technology and practice do not act as already formed entities but that technology must pass through space to be incorporated in the practical sphere, and space, practice and technology are formed by passing through a constructive spatialisation. Then it is in such 'technological spaces' that practical scales are constructed. What I will show is compelling evidence of a simple and almost generic structure, historically constructed in a succession of 'modernities' (Taylor 1999b). I will suggest that all human action in the world, and practical knowledge of the world, is mediated through this structure and will demonstrate using the city and region of Amsterdam. This structure replaces the 'smooth sphere' as the background spaces of human and political geography and I will argue that through this we can better understand (and model) urban and regional forms in ways that relate to human practice. Explication of the organisation of differently scaled centralities and of pedestrian, bicycle and other transportation zones for Smart City research is just one of the possible applications.

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SESSION 9-2 Placemaking

The Kind of Art Urban Design Is: From Form-making to Place-making

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Keywords: urban design, art

The objective of the paper is to reinterpret the kind of art that urban design is, to help reinvigorate the art of urban design and advance urban design as a whole.

The 'art of urban design' periodically features in debates on the role of urban design and the city as a work of art (e.g. Taylor, 1999; Talen and Ellis, 2004; Cuthbert, 2007). In fact, as urban design has developed as a field, the artistic essence of urban design is in danger of stagnating, being subsumed among increasingly diverse concerns (e.g. technological, socio-political, regulatory, environmental, etc.); sidelined (as if a merely aesthetic concern, an inessential luxury); or even suppressed (to the extent the artistic prerogative could be considered elitist, preoccupied with physical form over human content, or otherwise antithetical to the social and political prerogative of urban design).

However, this paper argues that there is an outstanding ambiguity about the nature of the art of urban design. A key problem is that urban design is typically considered merely as a kind of form-making, most often compared to arts such as painting or sculpture, which risks privileging the visual, elevating the abstract or fetishising the physical, while entrenching the controlling power of the artist. However, urban design can learn from a much broader perspective of art, including arts having more emphasis on experiential, practical and collaborative aspects.

The paper accordingly scrutinises a wide range of kinds of art (drawing from their respective literatures), and suggests lessons from arts such as poetry, music, scenography, photography and cartography, as well as the most appropriate analogues with the art of architecture. Aspects of art such as form and function, medium and meaning are mapped against corresponding aspects of urban design. From this exploration, the potential of urban design as an art of place-making is articulated.

This reinterpretation, significantly, offers a way forward that not only allows advancement of the 'art of urban design', but also, through place-making, can reconnect the artistic with socio-political purposes of urban design.

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What Brand is this Place? Downtown Resurgence and the Struggle for Rhetorical Identity

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Keywords: city branding, place-making, Pomona

Place branding is emerging as a critical strategy that cities across the country make recourse to in the quest for distinction (Ashworth and Voogd, 1990). Branding is a multi-dimensional endeavor that involves both place making and image making, and has been mostly associated with entrepreneurial forms of urban governance (Hubbard and Hall, 1998). As competition between jurisdictions continues to intensify, place-branding has come to be seen as a necessary consideration for cities struggling to revive derelict downtown environments. Accounts of branding in the literature have chronicled examples of strategic choice, one where an overriding strategy is materialized through various physical and communication channels (Vanolo, 2008).

Events such as the collapse of business districts however often lead to a situation where urban entrepreneurs articulate claims on the city, materializing rival visions in the context of government indifference. This is however challenged when an inflection point in the economy creates a growth constituency and foregrounds demands for a unified physical and rhetorical identity. This paper thus argues that the creation of a place identity is a contested political process of the conciliation of competing brands. The process is contentious not only because brands are defended by specific stakeholder groups, but also because of the strong identification of existing brands with specific urban spaces. Successful brand consolidation, it is further suggested, is more likely to be achieved when an overriding need for the spatial integration of various branded downtown districts is recognized. The paper investigates this process in a case study of the evolution of downtown Pomona, CA through an analysis of archival material, interviews, and participant observation. The implications of this politics of brand conciliation for place character, identity, and memory is examined through a case study where antiques merchants, an artist community, and newly constituted entertainment interests engaged in a heated process to create 'downtown Pomona' out of the 'antiques row' and 'arts colony' that preceded it.

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Serendipity between the Press, the Planner and the Public

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Keywords: William H. Whyte: biography + methodologies

The film **'The Social Life of Small Urban Spaces'** (Whyte 1980) is an essay in the observation of informal encounters and social exchanges on street corners, characteristics that in so many ways are transferable for resilient cities today. This timelessness is due in so small part to the tenacity yet humbleness of its cameraman, editor and narrator, William Hollingsworth Whyte Jr. (1917-99). It celebrated how regular and serendipitous encounters accumulated in more popular urban spaces by what urbanologist, Whyte, termed their 'multiplier effect'; when the stage was set for one accidental meeting, many more follow. But some settings are more conducive than others to accidental encounters. This is where the details and adaptation of physical design matter. It was Whyte's 'sagacity' or know-how that gets us closer to the original meaning of serendipity, which according to Horace Walpole is cumulative wisdom and farsightedness. So akin to the structure of the fairytale to which Walpole alludes 'The Three Princes of Serendip', this paper will focus on Whyte's career choices that led to his rare talent communicating a persistent and humane '*manifesto of urban values*' (Whyte 1993: ii).

Why did Whyte give up a luminous career at Time Inc as Managing Editor of the esteemed Fortune magazine (1946-58) to focus on the direct observation of the dimensions of the seats, steps and stoops of the City? And moreover why was he driven to uphold the values of the City, especially its cultural heritage, which he identified so succinctly as: '*Heterogeneity, concentration, specialization, tension, drive*'. (Whyte 1958: 10). These questions drive my research.

Drawing upon private archives in the US, the proposed paper will track transitions in Whyte's career to frame broader dependencies between 'the Press, the Planer and the Public' from 'Organization Man', the title of his best-selling book of 1956, to 'Observation Man' (Birch 1986: P4) when Whyte with his 'Street Life Project' pursued a largely self-financed career rallying public opinion to protect the vitality of city centers and demand better design for their cities. (Ewing 2011: 75). It seems timely for an enquiry into the history of place making and how qualities of cities evolve to rehearse Whyte's motivation, his recommendations and to credits his impact on Urban Design thinking. For after all, as Whyte held, '*it is the people who like living in cities that make it an attraction to people who don't!*' (Whyte 1958: 24).

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Towards a Functional Typology for Successful Public Spaces in Chinese Urban Residential Neighbourhoods

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Keywords: public space typology, Chinese residential public space design, public space efficacy

The contemporary Chinese residential neighborhood represents a most intimate type of urban environment. It is typically gated and protected from through traffic, while within it exist public spaces intended to attract residents to make use of them. Therefore the urban environment composed within this type of neighborhood is a conduit through which community is built, nurtured and maintained. The design of the public spaces within these neighborhoods largely determines the quality and quantity of the social community which grows within and around them. A scientific and experiential approach to understanding the components which compose this space is an integral part of being able to build a public space sensitive to the needs of the residents who will utilize it. This research attempts to understand contemporary Chinese residential public space use and efficacy through a functional typological classification of the elements which exert an influence on the quantity of spatial use. The physical characteristics of a preliminary set of seven residential neighborhoods in Shanghai, China were measured, and observations of user quantity were performed on the primary public spaces within them. The measured characteristics were then compared with the observational results to search for correlations. Based on the results, hypotheses as to the influence of certain elements on the use of the spaces were inductively posited. These hypotheses were then tested on a second set of seven neighborhoods to test their validity. The results indicate that a hierarchical and interdependent set of physical characteristics correlate with use patterns and largely determine the success or failure of the contemporary Chinese residential public space in attracting users. This presents the possibility of predicting public space user patterns during the neighborhood design phase, and thus generating successful typologies based on their conformance to a set of physical characteristics. The paper also explores points of both divergence and similitude between the results of this study and that of European and North American open space user quantity studies, providing a basis to compare how the physical attributes of a space affect such user quantities across cultures.

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SESSION 9-3 Heritage 1: Preservation, Destruction, Loss

De-heritagization in Urban Planning: A Case Study of Kiruna's Urban Transformation

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Keywords: urban transformation, cultural heritage, heritagization

A major urban transformation is taking place in Kiruna, a mining town in the northernmost part of Sweden; the iron ore mine extends beneath the settlement and the mining activity will cause severe subsidence the coming decades. This will affect the town's built cultural heritage. Kiruna's built cultural heritage is well established since the 1980's, and a considerable part of it is 'official heritage' (Harrison 2013), where buildings as well as built-up areas are protected by both local and national legislation. Conservation of the built cultural heritage involves challenges to the urban planning practice due to the extensive urban transformation.

This paper presents an on-going case study (Stake 1995) that analyses the valuation and management of Kiruna's built cultural heritage in the contemporary urban transformation process. The empiric material primarily consists of planning documents and media coverage. The meaning of the built cultural heritage to different stakeholders is interpreted through discourse analysis (Winther Jørgensen, Phillips 2000); there is a heritagization process in which certain aspects of the built environments history becomes significant in the present due to cultural and social processes (Smith 2006). In Kiruna there is a strong 'authorized heritage discourse' (Smith 2006) in which particularly older wooden buildings, associated with the town's mining history, is reinforced as cultural heritage in the contemporary planning process. However, it is also possible to identify a de-heritagization process in which the historic values of the 'official heritage' is diminished, and attributes in listed buildings being formulated as a liability to a sustainable urban transformation. A preliminary conclusion is that de-heritagization as planning strategy is promoted because it makes the urban planning less complex and complicated to handle. There is also a claimed contradiction between 'old and old-fashioned' on one hand, and 'new and modern' on the other hand. How to bring these two perspectives together in planning and in designing the urban environment is apparently a recurrent issue.

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The Conflict between Material and Moral: A Vanishing Industrial Heritage in Ankara

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Keywords: industrial heritage, place identity, cost and benefit

There is an increasing tendency of people and cities towards what is new, which can be explained as a natural outcome of the contemporary socio-economic structure. However, when this tendency shows itself on specific urban spaces, that are valuable for the past and identity of cities and societies, a decision between the new and old should be made. This mostly causes a conflict between the intangible - e.g. value, existence, identity, and the tangible – e.g. money, productivity, economic benefit- loss. This paper discusses this controversial issue under the case of the demolition of an industrial heritage in the city of Ankara/Turkey.

As many of the modern cities Ankara suffers from the several imposing spatial initiatives and laws that are changing the cityscape drastically. The historical and cultural beings are slowly being shadowed by the high-rise buildings. Maltepe Airgas Factory is a recent example of what has been replaced by a consumption-based structure. This factory had been built as one of the first industrial buildings of a young republic 80 years ago. Despite the fact that Maltepe Airgas factory was a listed industrial heritage and an integral element of a larger unit, its age and loss of function were put forward as the reasons for its demolition.

Unlike this serious loss of Ankara, the industrial heritages should be seen substantial for their significant role in the development of cities, history of art and architecture and their contributions to the urban silhouette (Altınoluk, 1998). Besides spatial concerns, the economic dimension of this process is noteworthy, since the “old” factory had been replaced by a “new,” profit making” structure. It is clear that local governments prefer profit-making projects rather than long-term and multi-disciplinary re-functioning processes. This proves the argument of Spearritt (2008) who claims that the preservation of any industrial heritage is more about the money and pleasure rather than history and culture.

In this perspective, the history of the airgas factory, its importance in cultural and spatial contexts will be explored, and the process till the demolition will be evaluated. Since the tension between the old and new matters, other similar projects will be discussed in terms of design and economy.

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The Destruction of Architectural Heritage – towards an Explanatory Framework

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Keywords: destruction, architectural heritage, social construction, values, conservation

The twentieth century has been described as the century of destruction, when ‘urban architectural culture was destroyed at a rate unmatched in human history’ (Tung, 2001, p.15). The physical manifestations of destruction are often readily identifiable, however, for Rakoczy, (2008, p.1), destruction is a complex phenomenon that can mean ‘different things to different people’. Furthermore, scholars approaching from a variety of disciplinary perspectives (for example, Gamboni, 1997; Holtorf, 2005; Harrison, 2013) have suggested a symbiotic relationship between the destruction and conservation of heritage, although both may at first appear to be oppositional. Understanding destruction is, therefore, an important aspect in investigating the socially constructed nature of heritage.

The analytic framework developed by Hannigan (2006) when considering the social construction of environmental problems, is adopted within this paper so as to explore, and explain, instances of architectural heritage destruction in the past. Hannigan’s six prerequisites are adapted to the context of architectural heritage in which destruction is problematized as being ‘problematic’. In particular, a values-based approach is taken, whereby the ascription of heritage values is deemed important both for the ‘construction’ of heritage, and also its destruction.

The paper is illustrated with a case from the city of Belfast, for which the ‘prehistory of destruction’ has been investigated using archival documents, providing a new insight into the contemporary history of the urban environment in that city. It is argued that the insights derived from the use of such an analytical framework can militate against the tendency towards ‘totalising’ or ‘polemical’ explanations that characterise much of the literature addressing architectural heritage destruction. In addition, the paper also underlines that such a theoretical approach could be more widely adopted in other places when considering the often-emotive subject of architectural heritage destruction.

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No Escape? The Co-ordination Problem in Heritage Conservation

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Keywords: urban heritage, spatial hedonic analysis, conservation areas, english planning

Conservation areas (CAs) form a popular part of English planning policy. However, tensions exist, one of which is a sort of 'prisoners' dilemma' whereby residents in historic districts benefit from localised heritage amenity, but an individual homeowner may be tempted to inappropriately alter their property, thus free-riding on nearby properties' character. Here planning regulation makes such acts of free-riding more difficult. Whether the benefits of preserving heritage outweigh the costs of regulation depends largely on the existence of positive 'heritage effects' and acknowledgement from homeowners that policy contributes to neighbourhood stability and the preservation of these positive effects. These questions are notoriously difficult to answer using solely quantitative or qualitative techniques. Therefore we approach this question from two angles. Firstly, we analyse the effects of about 8000 CAs on nearby property values in a spatial hedonic analysis of more than 1 million property transactions. Secondly, we analyse 111 interviews with residents in nine representative CAs in Greater London. Our results suggest that positive heritage externalities exist and that residents in CAs tend to value their local environments, acknowledge the need for planning control and execute their right to object to neighbour's planning request.

CA designation removes certain property rights from owners but this policy can be justified by a positive external heritage effect for which no market mechanism exists. Our research indicates positive spillovers from CAs onto surrounding properties and that most owners view the planning system and the tools given to them as a means to solve the preservation coordination problem. The core lesson is that whilst regulation can provide a framework for co-ordination, other factors also help drive co-operation. The building up of narratives and values around the non-market based externality is vital if the prisoners' dilemma is to be escaped.

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Layout Succession and Plot Access Frameworks in the Block Structure of European Towns

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Keywords; plot structure, urban design, access infrastructure

This paper uses a recent research base to examine the development and succession of plot structures within the framework of urban blocks in European towns from their beginnings to their current development, focussing in particular on the development of service access systems. It shows how the varying relationship between block and street has over time forced change on block access structures.

The block access structure is taken to include route and lane systems which supplement that of the primary street network, giving access to urban plots or to the core of urban blocks.

The development of shared access space, with the gradual progression of this to new prototypes of block core layout, represents a significant metamorphosis, as plots merge and towns adjust to the challenge of new scales of use. Even the relatively simple form of the burgage plot has progressed to serve many complex layout combinations. Some layout structures are transient as land use combinations change. Others have become permanently established as the infrastructure of the modern city.

The research from which this paper is drawn concentrates in particular on the modern performance of north European towns which have their origins in the twelfth and thirteenth century. By perhaps the nature of their original form, these towns appear to have a distinctly robust record of sustainability in their adjustment to the operational demands of the twenty first century.

The paper looks in particular at physical dimensions governing the adaptability of layout types and the emerging demands of access as traditional urban frames reconfigure themselves for increased resilience.

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SESSION 9-4 Heritage 2: Politics and Practices

Integrated Urban Environment of Heritage and New Buildings

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Keywords: urban environment, integration of heritage and new buildings, heritage buildings, hybrid urbanism, urban regeneration

Integration of heritage and new buildings vary. Urban regeneration by upgrading existing built-up areas together with densifying with new buildings is common. Another context is when new built areas are mixed with re-located old buildings. These building are often heritage building valued as worth re-location. Both options are challenging to create an attractive urban environment.

The aim with the presented study is to investigate and problematised various societal groups' view of integrated heritage and new buildings. Eight cases of integrated heritage and new buildings in cities around Sweden are studied. Four cases are existing densified areas and four are new built areas with relocated old buildings.

The rational of the professionals and politicians to plan for the type of integration is investigated by semi-structured interviews with the planners and architects responsible for each project. The views of lay people are investigated by living-lab methodology. I consider the Urban Living Lab concept as way to create an environment facilitating planning cooperation. The Urban Living Lab concept contrasts with the technical and communicative rationality within spatial planning activities, empowering stakeholders and labelling professional planners as managers of change. It is an action driven urban 'arena' fuelling creativity. It is often operating in a territorial context, integrating concurrent research and innovation processes. Often this is done within a private-private, a public-private or a people's partnership.

The expected outcome is partly to present different views of attractiveness of combined new and heritage buildings of professionals and lay people. Partly it is analysing and theorising ways of management of such differences. The concept of hybrid urbanism is going to be evaluated and tested within this context. The differences have to be managed in planning practice when new projects are to be realised. The outcome is expected to be useful for planning practitioners as well as in planning education.

Planning for Public Realm Conservation in Portugal: From Institutional Frameworks to Resilient Practice in World Heritage Cities

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Keywords: urban conservation; public realm; placemaking

This paper draws from an investigation into the relation between urban conservation planning and urban design with particular reference to the public spaces of 'World Heritage' cities (WHC). The research is based on a case-study approach by looking particularly at WHC in Portugal and is informed by academic literature drawing from different disciplines, looking into the epistemology of conservation, of place, placemaking and urban design and the construction and development of the heritage concept. Strengthening the research is a qualitative combination of complementary analytical methods which allow a more critical and a richer assessment of place – the object of study of this research, an object with a multitude of histories and users, subject to different design interventions and planning objectives through time (Forsyth et al, 2010). Of substantive importance was the use of a 'historic discursive methodology' to uncover the process of heritage planning in Portugal – the way in which it is produced and how its discourse defines its practice.

By unveiling the role and nature of national conservation policy in Portugal and its ability to conserve and enhance the public realm, the research seeks to identify and assess the impact(s) of conservation planning on the public realm through local practices and discourses. This paper looks into more detail on the historical analysis of the organizational structure(s) of the institutions through which the heritage conservation planning system has been delivered, and the efficiency of its planning instruments in assisting the urban conservation planning process in historic cities, in order to understand decisions and actions that have been guiding planning for public realm conservation at local level. The 'close reading' method advocated by Rydin (2003) was therefore useful to understand how policy discourses give a rationale for certain conservation strategies and methods implemented by the local authority and its historic centre agency, to explain the strengths and weaknesses of the conservation process and its implementation. The paper exposes those planning instruments that have in fact been guiding conservation practice in Portugal, either through the statutory planning system or, since the early 1980s, through specific regulations produced by historic centre agencies, set up to manage and maintain the urban and social fabrics of the historic nuclei. Distinct initiatives (exploratory, targeted or pilot) are identified (Stewart, 2002) as the driving forces in pursuing their agenda whilst contributing to the development of a greater sense of place. As such, research findings indicate that the practice of local heritage conservation is a context-specific exercise underpinned by an overarching international recognition and an 'urban design led' conservation approach focusing on the quality and character of positive public space.

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Urban Heritage Conservation: The Role of Public-Private Partnerships

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Keywords: urban heritage conservation, public-private partnerships, urban regeneration

Governments face substantial and growing challenges in providing the necessary funding, staff and skills to care for their urban heritage. The private sector is therefore increasingly being called upon to facilitate the protection of heritage resources through a variety of economic incentives and arrangements. Public-private partnerships (PPPs) are one such tool. By combining the public sector's obligations to care for heritage assets with the skills and resources of the private sector, heritage-based PPPs have catalyzed the urban regeneration of historic downtowns and urban areas in countries around the world (Rojas, 1999). Successful projects have led to a surge in popularity and implementation of PPP arrangements. Evidence suggests that PPPs, pioneered in infrastructure projects, can provide substantial benefits, including the acceleration of the redevelopment process, removal of pressure from the public purse, and private sector innovation and efficiency (Sagalyn forthcoming). However, scholars have also postulated that PPPs further an environment of privatism, which can lead to gentrification, uneven spatial development, and declining accountability (Squires 2012).

Through a qualitative and comparative examination of case studies in both developed and developing countries, this paper aims to investigate whether or not, or under what circumstances, PPPs can be an effective tool for managing change in the historic urban environment. Topics discussed will include the typical roles and responsibilities of the public, private and third-sector partners, types of transactional partnerships, and opportunities and challenges faced during the implementation of PPP projects. The following questions will be addressed: Should heritage conservation be given over to the private sector? Do PPPs shift responsibility to the private sector? In doing so, how are heritage values retained? In what conditions is a PPP appropriate over other forms of institutional arrangements? How is a PPP for heritage buildings different from infrastructure PPPs? Who are the main participants in a heritage PPP? Through this analysis, I propose that heritage-based PPPs are most effective when there is able and committed governance, a universal acknowledgment and commitment to the area's heritage values, a strong third-sector presence, predetermined allocations of risks and responsibilities, and a high degree of transparency.

To date, minimal academic research has been conducted on the use of PPPs in heritage conservation. Although sparse, this research provides a foundation for further examination of sustainable and targeted policies and economic programs that can be implemented in the midst of urban regeneration efforts in historic areas.

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The Urban Park System Heritage Having been left by the Expanding City: the Case of Shenyang City, China

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Keywords: park system, urban expanding, open space

With the rapid large-scale-construction in China, the value of open space concentrates more and more interests as environment pollution problems get worse and life quality is emphasized widely. This study clarifies the history of the park system, and explores the relationship between park system and urban sprawling in Shenyang City, the largest city in Northeast China. Furthermore, according to an analysis of the park system's spatial structure, it indicates the plan's problems which have been left since the expansion of the city in this study.

The birth of Shenyang's park system involves three periods. First, at the end of Qing Dynasty before the year of 1905, a location-based park, Wanquan Park, was provided to public by merchants. Wanquan Park was in the northeast edge of Shenyang City which had ramparts until 1950's. This area had become a holiday resort long ago since a spring came out hatching beautiful waterside landscape. It is the starting point of Shenyang's park system with the concept of harmonizing green and water. The second period is from 1905 to 1945, the term Japanese power irrupted into Shenyang and occupied the city in 1931. Based on the western urban planning theory, Japanese mapped out a plan for the future mega-city which included a park system plan. This park system plan was updated several times and some separate parks were built through the period. However, the whole plan was not finished at last. The third period begins with the end of the World War II, the Chinese power controlled the city of Shenyang again. In 1956, as a portion of rainwater-drainage system, the park system, utilizing the spring's watercourse from Wanquan and connecting six parks, was built under the urban comprehensive plan.

With the fast urban expansion, open spaces are likely solitary islands in a flood. This study clarifies that all of the parks (and park system) were located on the edge of Shenyang City or in the suburbs at the time when they were built. While the city gets bigger and bigger, parks remain and become urban parks in the downtown.

These open spaces are the valuable heritages. However, since the park system was designed on the city edge, it represents a barrier for today's city traffic and had a low utilization rate. Though there are some bridges connecting north and south, the road from east to west is only on the north side along the park system facing the old town. On the south side, there is a residence area next to the park system which blocks access from the south.

Using Contingent Valuation as a Participatory Planning Tool: Estimation of Residents' Willingness to Pay (WTP) for the Protection of Architectural Heritage

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Keywords: contingent valuation method (CVM), local communities, cultural heritage

The current paper presents the results of field research conducted at the residents of a rural mountainous settlement. The main objective is to highlight how local communities could integrate into development and planning policies. For the aforementioned purpose, the Contingent Valuation Method (CVM) was applied in order to estimate the residents' willingness to pay for the protection of the vernacular architecture of Metsovo (NW Greece).

Respondents (sample of 263 households) were asked if they were willing to pay an annual voluntary contribution to an institution for supporting this purpose. The results of the study show that vernacular architecture consist a significant economic value (in terms of public good) as well as that the residents are willing to support actions and policies relating to its protection and restoration.

Furthermore the research' conclusions may serve as a decision-support tool in planning. This fact is also consistent with the recommendations of many researchers supporting that planners should apply environmental or cultural economics methods to make planning more systematic.

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SESSION 9-5 Heritage 3: Spatial Aspects, Planning, Governance and Tools

Conservation of the Postmodern Heritage – Radical Conservation at Work?

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The successful conservation of our built heritage relies upon multi-scalar negotiation between a wide array of stakeholders and agents in the planning process. This negotiation reflects both the values that we ascribe to particular structures and landscapes, and choices about what to retain in response to social, commercial and aesthetic opportunities, preferences and aspirations. We are particularly interested in how the survival of one particularly contentious element of the built environment – the recent postmodern built environment - is selected for protection through the system of planning and conservation, and how decisions about protection are therefore negotiated through the planning process. The conservation of the most recent past challenges us in a number of ways – how can buildings of the recent past be deemed heritage, how can they be meaningfully conserved and how are different stakeholder interests mediated? This paper will seek to uncover the conflicts inherent within the conservation of such buildings, drawing upon the recent example of the Broadgate buildings in the City of London that have been proposed for conservation.

The text of the abstract should be Arial 11 point, justified and not longer than 400 words or up to one page including references. The abstract should briefly outline the paper's / poster's /panel's objective(s); context; central theme or hypothesis; methodology; expected outcomes; relevance of the work to planning education, practice or scholarship; and preliminary bibliography consisting of 2-3 relevant references.

Participants can present only one paper although they may be co-authors in more papers. In the event of more than one abstract being accepted, we kindly ask you to withdraw abstracts as necessary. Participation in roundtables, however, is allowed in addition to paper presentation.

Measuring the Public Perception of Post-war Housing Heritage – The Case of Caoyang New Village, Shanghai

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Keywords: post-war heritage, social housing, public value of heritage

Arguably, domestic architecture is the most common type and constitutes the largest category of heritage structures in any country that respects and preserves its cultural heritage. Although mundane residential structures are no stranger to heritage inventories, they are often remnants of the distant past so are considered as heritage and highly valued because of their age and rarity. Moreover, as far as heritage protection is concerned, the validation of domestic buildings as heritage tends to focus on the middle or upper-class housing. People hardly associate post-war housing estates with 'heritage' due to their vast number, ubiquity, repetitiveness, technical malfunction and, sometimes, social notoriety too. Whereas the designation of post-war social housing involves the provision of heritage protection to a group of identical buildings, it necessitates a redefinition of the parameters for articulating the cultural significance as well as a change to conservation approaches. The main objective of this research is to understand the public perception of post-war housing as heritage, and to which extent physical alteration to its original structures is considered acceptable and not diminishing the authenticity and integrity of statutorily protected structures. If how a wider public perceive this most controversial category of heritage, and the proposed change to it, can be measured, the public perception can inform experts' decisions on housing heritage designation.

The research adopts a quantitative method to measure how the public values the Caoyang New Village (CYNV) – the very first “post-war housing heritage” in China, designated in 2005 by the Shanghai Municipal Government. As an embodiment of the socialist ideal of post-liberated China, the Village One in CYNV was completed in 1952 to provide decent homes for model workers, and was portrayed as a 'model' modern housing for the working class – who were considered as the vanguard of the political fight for liberation at that time. The paper will present the initial findings from a SUI in-situ questionnaire survey within the CYNV, in which personal perceptions of heritage value and proposed changes to the heritage property were “measured” on the actual site and from various groups of stakeholders. The SUI methodology was acknowledged by the ICOMOS International Committee for Historic Towns and Villages (CIVVIH) in 2006 as an exemplary methodology for involving the public in heritage significance evaluation. The findings of this research could not only validate the significance of housing heritage by providing empirical evidence of public perception, but could also feed back into the methodology adopted.

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Spatial Aspects of Built Heritage in Greece: The Case of Traditional Settlements

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Keywords: traditional settlements, spatial planning, land use policy

Greece is globally known for its rich cultural and monumental heritage dating back to Ancient times. In fact, its unique archeological sites, which number few millions, are some of the most famous tourist/cultural destinations all over the world. Though, a less known part of Greek monumental and built heritage is that of modern period. Modern monuments and sites of Greece number more than 10.000. Amongst them, an important category is that of traditional settlements.

Greek traditional settlements are mostly small-scale inhabited villages with special architectural features, unique structural characteristics and distinct urban fabric which varies according to local geographical conditions and building traditions. They are institutionally protected by the Greek State with the 1978s "Traditional Settlements Protection Act". Despite the fact that 1978's Act is considered to be a milestone in the protection of these valuable and unique settlements, it has some serious drawbacks due to complete absence of spatial criteria in the protection guidelines.

In this context this article aims to comprehend the spatial and geographical nature of traditional settlements in Greece. Initially there is a short presentation of Greek monumental and built heritage. Then there is a presentation of the geography of traditional settlements (distribution, size etc), that ends up to the formation of a typology according to their spatial and geographical characteristics. Finally, based on this typology the paper concludes with spatial guidelines for the protection of traditional settlements, taking into account their distinct architectural and spatial features.

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Conservation and Consensus: Defining Expert Built Heritage Discourse in Ireland

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Keywords: built heritage discourse, post-colonial heritage, urban conservation, Ireland

Over the last decade, increasing attention has been given to exploring the role of policy elites in framing heritage policy. Internationally, heritage professionals have come to dominate built heritage conservation through an 'authorised' heritage discourse (Waterton et al., 2006). However, heritage decisions are generally judgements made in a context where the relationship between place identity, planning and heritage is constantly shifting (Neill, 2005). Though much has been written regarding heritage discourse internationally, scant attention has been given to exploring post-colonial contexts (Kincaid, 2006) where a residual colonial legacy can perform a key role in framing place-making processes. We address this deficit in this paper by exploring shifting representations of the historic built environment in Ireland within both the historic and contemporary policy context. This discussion is divided into two parts. Firstly, drawing on documentary sources, the paper examines the emergence of conservation policy in post-independence Ireland, charting tensions between state-building processes and protecting a built environment largely associated with colonial power and identity.

Secondly, the paper examines heritage discourses among policy elites within the contemporary conservation arena to identify representations of the historic built environment within the policy process. This draws on a series of in-depth semi-structured interviews (including use of visual prompts) with national built heritage policy actors, applying a critical discourse analysis to the interview material to reveal and analyse heritage discourses that underpin the power relations between expert/professional/elite actors and the interests of other – potentially competing – discourse communities in contemporary post-colonial Ireland. The findings from the interviews suggest that there are often subtle variations within the 'authorised' heritage discourse, but also on occasion overt dissent where dominant representations are challenged by some within the elite group. For example, contemporary discourse tends to play down or ignore a residual colonial legacy, though there are some competing voices. The paper concludes by arguing that policy elites can use representations of the historic built environment to shape policy priorities and outcomes, having implications for the legitimacy of heritage policy.

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The Future of the Past: Architectural Heritage Guides as Handbooks for City Decoding and as Blueprints for Urban Design

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Keywords: architecture guide, urban morphology, research by design.

What is the relevance of architectural and urban heritage to present-day design education, theory and practice? Beyond the specific field of heritage preservation, can the built heritage’s urban and environmental history represent more than a mere catalogue of formal solutions or source of inspiration?

An opportunity to explore this question came along with the authors’ recent involvement in the Belgian French-speaking Community’s plan for a series of «Modern and Contemporary Architecture Travel Guides.

The recent *UNESCO Recommendations on the historic urban landscape* insist on the opportunity to “shift from an emphasis on architectural monuments primarily” towards “a landscape approach” including “the broader urban context and its geographical setting”, to understand historic urban landscape “as the result of a historic layering”, and to “create new tools to address this vision”. Along this line of thought, the proposed approach expands the traditional contents of architectural guides, providing keys to reconsider and evaluate the listed works’ contribution to the evolution of their immediate surrounding, to the urban structure as a whole, up to the territorial scale.

Moving from a design-oriented perspective and using the methods of urban morphology, the work consists mainly of a set of original schemes, maps and drawings of Liège and its neighborhoods, as means to reveal the urban structure, its layering over time, and the role of architectural heritage in clarifying, enhancing, or even degrading the coherence of the urban artifact.

Halfway between popular and scholarly literature, the forthcoming guides aim to become at both times “handbooks for city decoding” and blueprints for urban design.

Providing tools to read, comprehend, and appreciate the part played by built heritage in a city’s evolution and in the shaping of our daily environment helps to understand urban environments as a process bearing the overlapping influences of many experiments, partially implemented plans, competing visions and contradictory ideas. As a result, both the ordinary and the specialized audience can possibly raise their awareness and perception of modernist architecture’s legacy, but also learn how certain urban qualities were achieved and how certain local issues came about, acquiring relevant critical keys to take part as stakeholders

SESSION 9-6 History

Writings on Urban Design: Emerging Cross-Atlantic and Cross-Pacific Differences

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Keywords: urban design, comparative urbanism; cross-cultural perspective

Although the professional identity of urban design remains a shared enterprise of several disciplines—architecture, landscape architecture, and urban planning—it can be argued that urban design has matured as a field (Banerjee and Loukaitou-Sideris 2011). The scholarship on appearance and design of cities, and human consequences of the built environment has proliferated in recent years, with contributions from social sciences, the humanities, and environmental and health fields. The writings are critical, interpretive, and reflective along with empirical studies.

This review paper will focus on the evolution of major writings in urban design and their thematic undercurrents. Specifically the paper will address whether these writings reflect distinct schools of thought like the Chicago School versus the Los Angeles School of urban theory (Cenzatti (1993). Has there been a MIT school of city design in the legacy of Kevin Lynch versus a Harvard school of urban design. Are there distinct schools of thinking in the UK? This paper will argue, however, that there are distinct differences in the ways the pedagogy and practice of urban design have evolved in different regions of the world. The cross-Atlantic differences between the North American and the European schools reflect their political economy and attendant institutional differences. The spate of “urbanisms” – from “new” to “landscape” – are peculiarly North American, for example, while the focus on codes, reviews, guidance and managements systems seem to dominate the academic culture in the U.K. The cross-Pacific comparison is a proxy for differences in urban design between the Western world and the boom and buzz of cities of the emerging economies in the developing world, but also a different genre of scholarship from Hong Kong, Singapore, and Australia. The politically controlled design outcomes of the Western cities are in stark contrast with the “grandstanding” Asian urban design, although the all are influenced by the “global broom and local sweep” as discussed by Savitch and Kantor (2002).

The paper will conclude by reflecting on the significance of these differences to the conference theme of resiliency and sustainability in the face of global warming and climate change.

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Propagating Planning Knowledge in the 1940s through Exhibitions: The Roles of the British Council and the US Office of War Information

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Keywords: exhibitions, diffusion of planning ideas, British Council, Office of War Information

The political mandate for postwar reconstruction in the 1940s demanded the forging of an ideological consensus for significant state intervention to legitimate the role of town planning in directing and regulating the processes of urban development. Exhibitions showcasing theoretical and practical proposals for future housing, land use, transport and general civic future needs proved a popular medium for securing that consensus from the local to the international scale. Numerous exhibitions visually codifying planning's aspirations for the broader community were held in various countries; Lilley and Larkham (2007) have reviewed the British experience as a tentative but limited step towards public participation in the planning process. Of interest here are the travelling exhibitions organised to spread the message of modern Anglo-American town planning knowledge globally. Backed directly and indirectly by national governments, these initiatives speak to the international diffusion of planning ideas (Ward, 2000). This paper examines the role of two major agents in this process, one British (the British Council); the other American (US Office of War Information, or OWI). Both the British Council and the OWI arose out of recognition of the importance of cultural propaganda and the need for the western allies to secure positions of leadership in the post-war world. The parallel activities of these two agencies in various countries including Australia represent a unique and early intersection between planning and the geopolitics of 'soft-power' which harnessed information and culture for the purposes of international diplomacy and influence (Nye, 2004). Their marketing of both American site planning and housing alongside the British town and country planning paradigm was more complementary than competitive and both were important agents in stimulating community interest in and debate on the case for town planning in the post-war world.

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How Ideas Work: Memes and Institutional Material in the First 100 Years of the Neighborhood Unit Concept

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Keywords: design concepts, memes, neighborhood unit

Recent works have examined the transfer (Healey and Upton 2010) and impact (Sanyal et.al. 2012) of urban design ideas. Within these and other conversations leading ideas are often framed as paradigms. This paper proposes an alternate theory of *memes* (John 2003). It defines memes as units of culture propagated through forms of communication. The first section compares paradigmatic and memetic theories of ideas. Meme theory, with its allusion to genes, focuses on evolutionary aspects of communication and accounts for difference, ambiguity, and change in meaning without resorting to overarching frameworks suggested by paradigms.

I then illustrate my argument through discussion of the history of the neighborhood unit concept. Advanced most famously by Clarence Perry, the neighborhood unit concept is a model for residential development containing enough housing to support an elementary school. Drawing on a meta-analysis of more than six hundred scholarly, professional, and public sources, I assess the impact of the neighborhood unit concept on subdivision practices, depression era housing policy, urban renewal, new town planning, neighborhood scale community planning and traditional neighborhood development. I show how the neighborhood unit concept was structured by political economies of development, advanced through personal networks of proponents, and conditioned by particular professional discourses. I discuss the interchange between American and British contexts as well as diffusion of the neighborhood unit concept to other parts of the world, and explain the mythologizing of historic concepts in communicative terms.

The third section of the paper assesses communicative aspects of the neighborhood unit concept. The neighborhood unit has been a boundary object transferring information across disparate professional communities and has served as a forum for often-contentious debates. Over its long history it has exhibited variation, competition, inheritance, and drift. A memetic theory of leading ideas suggests that the communicative form of ideas may be as important as their informational content. Memes seem to be moral and “meaningsome”. Meaning in such ideas lies less in the innate concept than in its capacity to shape contingent webs of meaning.

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Canberra 2013 – Planning and the Centennial

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In the years before the outbreak of World War One, a number of cities developed influential plans and city visions which have been reviewed in centennial celebrations in recent years.

Like Washington and Chicago, Canberra is combining its centennial celebrations of 2013 with new visions for the city.

Canberra emerged as a government “company town”, which attained self-government as late as 1988. In the 25 years since then, the newly introduced division of planning responsibilities between federal and municipal administrations has been problematic. However, the centennial has focused attention on the significant planning history of the city and the need for a two-level planning system that works.

The paper examines the struggle to reach this point in realizing the potential of the city, most notably in the proliferation of plans since 2010.

This study of Canberra planning at its centennial is positioned within a larger critique of urban renaissance as a planning concept.

Method: Empirical investigation of the evidence surrounding the planning process, including an oral history approach, combined with a structural analysis of ideal planning concepts.

Relevance: Contribution to the evolution of planned capitals and to the body of knowledge of how event culture shapes planning practice.

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Visualizing the Core of an Ideal Democratic Community: Jaqueline Tyrwhitt and Postwar Planning Exhibitions

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Keywords: Tyrwhitt, exhibitions, post-war reconstruction,

This paper examines four important and interrelated planning exhibitions in the late 1940s and early 1950s: Plans of the Cities of Europe (1946); CIAM 8: The Core (1951); the Town-planning Pavilion at the Festival of Britain (1951); and The Village Centre at the Indian Government's International Exhibition of Low Cost Housing (1954). Each promoted an approach to planning for post-war reconstruction based on a synthesis of the ideas of the visionary Scottish biologist Patrick Geddes and European modernist ideals as formulated by the *Congrès International d'Architecture Moderne* (CIAM). Each exhibition told a different story, used different techniques and targeted different audiences. But taken together with the larger narrative of events which they interconnect, they shed light on the evolution of this blend of Geddesian and CIAM ideas—an image of the ideal community based on cooperation—and how it came to influence post-war academic and professional trends in urban planning and design, and United Nations (UN) community development policy. The narrative highlights the role of Jaqueline Tyrwhitt, British town planner, editor and educator, in the articulation and promotion of this synthesis through this linked series of exhibitions.

Tyrwhitt used these four linked exhibitions as venues for the articulation of the concept of 'the Core'—the physical and social open space where people practice democracy—in Geddesian planning terms. Tyrwhitt constructed a modern myth about the core as 'an essential part of a healthy community' through a succession of initiatives: from the kernel of a 'common meeting place' for neighbours exemplified by the Peckham Health Centre, to the vision of the ideal city and actual city 'seen as one' in 'Plans of the Cities of Europe,' to the concept of the core at various 'scale levels' of community within the urban constellation at CIAM 8, to the physical scale model of the Heart of the Town at the Festival of Britain. In New Delhi she dramatized the transformative potential of the Core to tap the energies already existing in villages with access to limited resources. Along the way the Core became emblematic of the synthesis of Geddesian and modernist planning thought which became incorporated in UN community development policy and influenced planning practice and pedagogy worldwide. More generally, these four linked exhibitions cumulatively modeled a way of thinking we now associate with sustainable development, appropriate technology, and post-modern globalism.

The paper draws on primary sources, notably, the Tyrwhitt collection in the RIBA Library and a private collection of Tyrwhitt's papers soon to be deposited at RIBA. Secondary sources include:

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SESSION 9-7 Health and Open Space

Equitable Distribution of Open Space: Using Spatial Analysis to Evaluate Urban Parks in Curitiba, Brazil

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Keywords: urban parks, socio-economic equity, spatial distribution, Brazil

Urban parks are community assets, providing people places to play and rest. Access to parks in urban environments may promote social equity and improve quality of life for surrounding neighborhoods. In this context, social equity is related to accessibility, i.e., the possibility of walking or biking from home to a public park, giving people who do not have access to a variety of entertainment an option that is a public good. This paper examines the spatial distribution of urban parks in the city of Curitiba, Brazil, and how this is related to the socio-economic conditions of neighborhoods surrounding these parks. Curitiba's urban form and spatial structure allow for the implementation of parks within walking distance for most residents throughout the city. However, no systematic study has yet been conducted to verify which neighborhoods enjoy park access within walking distance and what the socio-economic differences are between the better and worse served neighborhoods. In addition, we investigate if access to green open space has improved between the last two decennial census, a period marked by unprecedented socio-economic affluence in Brazil. This paper focuses on two research questions: Is the spatial distribution of urban parks in the city of Curitiba equitable? What was the spatial evolution of parks and social equity between 2000 and 2010? These questions will be addressed using spatial analysis carried out with geographic information systems (GIS) (Talen, 1998; Lindsey et al, 2001). Variables include measurable walking distances from census tracts to parks, socio-economic data from the 2000 and 2010 Brazilian decennial censuses, and qualitative data of urban parks in Curitiba. Findings of the spatial analysis offer recommendations for future locations and sizes of new urban parks in Curitiba so that all areas of the city have adequate green open space and all citizens have equal access to recreation and leisure opportunities.

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Urban Planning and Public Health: Revaluating a Legacy from the Past

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Keywords: urban planning, public health, reconnecting framework

The relation between environmental conditions and human health has since long been acknowledged, both by public health practitioners and urban planners. Historically public health and urban planning were closely interlinked, with modern urban planning originating in the unhealthy and overcrowded industrial cities of the 19th century. In response to problems of poor water supply, inadequate sanitation and air pollution not only infrastructural engineers but also urban designers came into action. Their interventions were so successful that health criteria got largely institutionalized in formal laws and regulations in most Western countries. Despite its achievements and supported by an institutional separation of both policy fields in most countries, this evolution has undermined the attention for health issues in urban planning. Only through more or less obligatory planning evaluations, like the environmental impact assessment and quantitative risk assessments, health enters the planning processes. These tools are widely criticized for resulting in generic solutions, by restricting analyses mostly to quantitative data, limiting the discourse and practice to experts and treating all populations as similarly susceptible.

Today the impact of the built environment on health and well-being is receiving increasing interest from both public health professionals, researchers and the public. Recent concerns about levels of physical activity, obesity, asthma, mental illness and increasing environmental inequality have put health back on the agenda. Now it is time for the urban planning discipline to take action as well, by reconnecting both fields to initiate a more health-oriented urban planning approach.

The first part of the paper analyzes how the initial inter-linkage between urban planning and health has changed over time. Secondly, a literature study will evaluate an array of concepts and frameworks in the field of urban planning and human health and discuss the existing research on relations between built environment and health. This will finally lead to more specific and relational planning ideas with regard to health, substantiating an operational reconnecting framework as a base for further (empirical) research.

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Functional and Social Area Analysis as a Planning Approach to Design-Resilient Urban Open Spaces

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Keywords: Urban Planning, Gender Mainstreaming, Fair shared Cities

The diversity of urban society is reflected in the variety of social construction of urban spaces and environments. The social construction of urban space is interlinked with the diverse interests of the people which depend on life phase, life situation and local built environment. The objective of this paper is to discuss by the case of the city of Vienna the efficiency of the Gender Mainstreaming Strategy Policy to respond to the social diversity of cities and to implement planning steps towards a fair-shared city. Vienna is continuously growing. According to demographic forecast Vienna will have again two millions inhabitants in 2030. With budget cut looming, the public planning administration is facing challenges. Under this light, one of the main the main question is: what are important aspects and what resources are necessary to turn Vienna into a fair-shared city. The main thesis is that a process-oriented approach taking into account gender, age, social and culture background supports the everyday life of different user groups (Jarvis et al. 2009). Furthermore, such an approach assures the quality of planning activities in the city of Vienna. The implementation of a process-oriented strategy requires the integration of a gender-sensitive perspective in all stages of the urban planning process: from the planners' analyses to the formulation of goals to implementation and evaluation of measures. To verify this thesis, the authors draw upon the experiences and knowledge as published in the handbook (Damyanovic et al. 2013).

The handbook contains a review of the numerous practical experiences of implementing the Strategy of Gender Mainstreaming made through city planning in Vienna over the past 20 years. The office in charge of women-friendly planning, the 'Leitstelle für Alltags- und Frauengerechtes Planen und Bauen', of the City of Vienna has been the main responsible administrative body and observer of Gender Mainstreaming implementation strategies in the spatial development processes of the city. The handbook systematically reviewed and compared key projects of the 'Leitstelle'. Key results of this handbook are the target group-oriented assessment of projects, different indicators for different levels of planning (from master plan to construction project) and functional guidelines and methods for reassessing and evaluating projects. The production of the book was accompanied by workshops with various city administration departments. In this development process the core experiences were further reviewed and discussed. This paper aims to show how planners and planning administration can respond to the current planning challenges in terms of gender, age, cultural and social background and address the future changes and challenges to contribute to a fair-shared city (Fainstein 2010).

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SESSION 9-8 Public Space

Public Space in Cities and Cyberspace. A Comparative Analysis guiding Urban Design and Planning

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Keywords: public realm, public urban space, cyberspace, social networks

This paper explores the concept of public realm in contemporary societies. It examines the main characteristics of respectively the city's public space and cyberspace in terms of everyday functions and needs (communication, social interaction, information, learning, entertainment, consumption) of individuals in postmodern informational societies. It attempts to identify whether internet and online social networks act complementary to the city's public space, or tend to function as a substitute of public urban space. It aims at providing guidelines for planning and design of public urban spaces and the revitalisation of the city's public realm.

The research is based on a questionnaire survey, conducted both electronically via internet and face-to-face in busy public places, and addressed to teenagers and university students 15-24 years old in the city of Volos, Greece. The analysis draws from a sample of 400 questionnaires with a 3,4% error possibility. The research outcome suggests that despite the increasing popularity of social networks in the internet, and the large number of declined public spaces in contemporary cities, certain types of public urban space do successfully meet the needs of teenagers and educated young individuals. The city's public space and the social networks in cyberspace appear to be complementary and paired - not opposing, competing and substituting. More specifically,

- (a) Cyberspace works better than the city's public space as far as the need for information is concerned.
- (b) Regarding recreation and communication, internet and the social networks act complementary to the city's public space which still prevails.
- (c) Investigating the characteristics of popular species of public space in both cities and cyberspace, the analysis points out as critical variables *i) accessibility of space*, *ii) land-use mix*, and *iii) the variety of activities in space*.

Analyzing the Publicness of Konak Square in Izmir

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Keywords: public space, space syntax, historical transformation

Like many major city centres, Konak Square has been the place of juxtapositions, trade, administration, and transportation; and different historic and cultural layers making the square both a heritage site and an everyday hub for the locals. Bordered by the sea it was adjacent to one of the leading ports of the Ottoman Empire until its move in the 1960s, organically linking the trade centre and bazaar area, Kemeralti. In the 19th century the square was firstly defined in Luigi Storari Plan, as an administrative centre. This was the period, which the square was strengthening its authoritative image with what is commonly known as the Yellow Barracks and governmental buildings. With the establishment of the new republic, modern planning approaches were implemented on the city, which were then seen as a necessity due to the grand fire of Izmir in 1922. These plans continued to acknowledge Konak as the heart of the city. In 1953 the Yellow Barracks were demolished yet the “representational space” was sustained with the monument reminiscing the beginning of the Independence War and the construction of the new municipality buildings in 1980s.

Nevertheless the space was considered to be an undefined area due to processional landfills and the transportation stops dominating the use of space. In 1993 an urban design project was implemented in order to integrate the pedestrian use with the square and the waterfront. In addition to various economic demands of globalization, Izmir had its share of the pressures of putting the city on the global map. Highlighting the Aegean-Mediterranean city image, waterfront life and outdoor activities became prominent. Thus, Konak Square does not exactly fit into these new plans. Finally with the start of 2013, there is a new discussion on demolishing certain administrative buildings and “regaining the spirit of the place”.

This paper concentrates on these historical and virtual transformations of Konak Square and examines the resilience in different scales and layers of spatial practices. We incorporate the space syntax analysis with archival research. Our objective is to compare the different periods of Konak Square through physical and historical analysis. Specifically our main concern is to find out how the ‘publicness’ of the square changed and shifted, whether the accessibility of the square to the city reduced or not? And significantly to understand what would be the outcomes of recent discussions for revitalizing the square if they would be realized.

Urban Design, Public Space and Creative Milieus: An International Comparative Approach to Informal Dynamics in Cultural Districts

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Keywords: Creative milieus; urban design; cultural quarters; public spaces; photography

Cultural quarters have been widely studied in recent years as they embody broader structural transformations associated with urban change (Bell and Jayne, 2004; Cooke and Lazzarretti, 2008). Wide social, economic, political, spatial and cultural forces shaped a variety of urban districts, quarters or villages, which are present in cities across the world. However, while this same kind of gentrified residential city enclaves, gay villages, ethnic quarters, ghettos, red light districts and creative and cultural quarters can be seen as a commonplace feature of contemporary urban landscape, there are significant differences among them which need to be disentangled (Bell and Jayne, 2004). The diversity and complexity of these territorial systems is often recognized as the ground to their resilience, and to the capacity to develop specific governance mechanisms and symbolic attributes which enable their long term vitality.

The "creative milieu" concept is a powerful resource to analyse this variety of situations (Camagni et al, 2004). It enables us to examine each situation as a combination of three intertwined layers (a localized production-consumption system; a governance system; and a symbolic system), fundamental to understand the specific conditions and ambiances which seem to be determinant to embed sustainable creative processes in these areas, and relating them to urban socioeconomic and morphological dimensions,

The relation between these creative dynamics and planning has been often neglected. However, the re-thinking of the city through micro-scale systems of action, instead large projects is essential nowadays. The relevance of understanding everyday life and more informal and ephemeral initiatives for cities' planning is fundamental, requiring the refocusing of our attention and the use of new methodologies.

In this perspective, this paper aims to discuss this relation between urban design, public space appropriation and the informal dynamics verified on these creative milieus, from an international comparative perspective. Based on a photographic approach to urban morphology, everyday life and symbolic public space appropriation on those areas, ten cultural quarters around the world are studied: Bairro Alto (Lisbon); La Gracia (Barcelona); Vila Madalena (São Paulo); Beyoglu (Istanbul); Marais (Paris); Oltrarno (Florence); Akihabara (Tokyo), Kreuzberg SO36 (Berlin), Capitol Hill (Seattle) and Brick Lane (London). They represent very diverse situations in terms of their historical, cultural and economic backgrounds as well as in what concerns to the spatial conditions that support creative clusters and the vitality and sustainability of "creative milieus". Based on the recollection and critical interpretation of visual information a typology of urban cultural districts is elaborated. This may provide better understanding towards the development of a new planning agenda for dealing with urban creative dynamics and cultural quarters.

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Spatial Primitives and Knowledge Organization in Planning

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Keywords: spatial primitives, spatial cognition, urban planning

Many human abilities deal with space management, whose ontology can be useful in building intelligent machines in which space conceptualization plays a fundamental role. Space organizing is an important category of spatial human abilities, where sensorial and mental abilities intriguingly interact (Freksa et al. 2005). The analysis of human intelligent abilities in this functional perspective helps shedding light on its aspects, whose explanation could be otherwise misleading. Human agents conceptualize, design and organize spaces for human organizations, for example in architectural design, by using numerous routine and non-routine cognitive processes that deserve attention (Schön 1983). The history of automated reasoning and design agents still provide only bad copies of human performances.

In fact, creativity is postulated as a non-routine sophisticated human cognitive function, for redefining agents' situations in the world in new ways. Yet, even if the concept of creativity remains controversial, an increasing number of cognitive scientists considering it as a part of the ordinary cognitive equipment of the human agent, not a prerogative of some exceptional human agents (Weisberg 1993).

Therefore, it is worthwhile adding spatial domain to the other domains of creativity studied in cognitive science, by paying attention to both routine and non-routine (creative) cognitive functions (Freksa et al. 2005). Civil architecture is a relevant domain of spatial knowledge and organization, where creativity mechanisms play important roles. Studies on architectural creativity based on self-biographies by leading architects show that spatial memory has primary importance on creativity.

In order to investigate on such issues, experimental sessions are carried out in the paper, based on the identification of spatial primitives of the urban landscape by professional architects observed in performing designing explorative tasks. The outcomes are then formalized in spatial ontologies, aimed at drawing out design-support models.

After an introductory chapter on spatial-cognition based issues, the second section shows and discusses experimentations and outcomes, whereas the third section looks at modelling formalization. Final considerations and follow up are discussed in section four.

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SESSION 9-9 Methods of Urban Development

The Geopolitical Economy of Public Space Disintegration – The Post-Socialist Urban Transformation of the New City Centre in Sarajevo

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Keywords: centrality, post-socialist city, public space

The post-socialist urban transformation has been largely investigated as a part of a broader process of post-socialist transition to the liberal-democracy-and-market-economy model. Within the transition discourse, the investigative emphasis has been put on the discontinuities and disruptions between the socialist and post-socialist planning practices, their underpinning socio-economic agendas and, finally, their spatial consequences (Stanilov 2007).

This investigation focuses on one particular aspect of the socialist planning practice that, this paper argues, was granted continuity in the course of post-socialist urban development – the constitution of the centres of political representation.

By leaning on the recent interpretations of the concepts of French urban theorist and sociologist Henry Lefebvre (Goonevardena et al. 2008), this investigation will assess the post-socialist urban form transformation of the new Sarajevo city centre of Marijin Dvor, initiated by the socialist regime in the 1950s. Lefebvre understood the 'right to centrality' as the main stake of social-spatial justice and the project for the 'new centrality' as the most urgent task for the planning practice. Consequently, he designated the main worrying manifestation of the post-war urbanization tendencies – the constitution of the 'centre of decision-making' that gathers together 'training and information, capacities of organization and institutional decision-making'.

Considering the public space of the new centre as the holder of the most basic wage on the right to centrality, this investigation reconstructs the planning historiography of the wider Marijin Dvor area while focusing on the relationship between the political representation and the public spaces in the urban form. While the nature of the represented political power changed and grew more complex (from the state institutions and state corporations in socialist times, to global powers and corporations in post-socialist times) the different strategies of domination and fragmentation of the public space manifest in the urban form show continuity.

Rather than disruption and resetting theorized in the discourse of post-socialist transition, the post-socialist transformation of the new centre in Sarajevo can be understood as a continual constitution of the 'centre of decision-making'.

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Challenging the Rule of Experts: A Case Study of Toronto's Central Waterfront Innovative Design Competition

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Keywords: urban design; design competition; public participation;
Toronto; waterfront redevelopment

Design competitions are often employed in architecture, landscape architecture and urban design to create iconic structures, key public spaces and new town plans. Widely recognized as sources for talent and innovation, as well as formidable publicity devices, design competitions have produced some of the most loved and appreciated buildings and spaces in history. At the same time, design competitions have also frequently resulted in urban planning disasters that have drained public finances and failed to enhance the public realm. Traditional design competitions, typically involving expert juries choosing a winning proposal, have furthermore been criticized for being elitist and undemocratic (Nasar, 1999).

Academic research on design competitions is surprisingly limited and, within the urban design literature, they have received much less attention than other contemporary place making tools, such as urban design peer review, design coding and charrettes. Seeking to address this imbalance, this paper offers a fine-grained and original analysis of a public urban design competition convened in 2006 by the Toronto Waterfront Revitalization Corporation (TWRC). The research forms part of a wider qualitative case study of Toronto's design-led waterfront redevelopment programme, conducted in 2011 and 2012, and which employed a combination of 50 semi-structured interviews, archival research and direct observations.

The paper describes a progressive competition process that was contextualized by a detailed planning and design policy framework and structured around an iterative process of community engagement and stakeholder consultation. Although an expert jury made the final decision, numerous opportunities were created for local people to actively influence the jury's decision-making process. The paper argues that this competition model constituted a successful 'hybrid' of a traditional jury-led design competition and a participatory design charrette. Although the winning proposal initially won a series of design awards, its subsequent implementation was beset by political instabilities and financial setbacks that resulted in protracted construction delays. This case study therefore demonstrates that the life cycle of a hybrid design competition model is delicate and requires rigorous financial and political safeguards to ensure that community and stakeholder input is meaningful.

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Dutch Strategies for the Historic Urban Core

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Keywords: historic urban core, planning strategy, heritage

The historic urban cores of European towns and cities have characteristics that are important in the context of increasing competition for investment. They lend unique qualities and character in terms of identity, authenticity, and historic continuity (Grefe 2004). At the same time they may also constrain investment opportunities and impose extra costs on the public sector.

In the Netherlands, municipalities have played the main role in retaining and managing change in the historic urban core. They have made use of wide-ranging and relatively autonomous powers; considerable financial resources; and a stable doctrine of public sector-led spatial planning and development (Roodbol-Mekkes *et al.* 2012). However, the capacity of municipalities to deliver on these objectives has been eroded. Approaches to planning and urban development in the Netherlands are changing with a much more significant role for market and civil society actors, and shrinking public investment.

This paper reports on an in-depth investigation of the strategies adopted in managing the historic core in 20 Dutch municipalities, conducted through content analysis of policy documents and interviews with policy makers. It explains and evaluates the strategies in terms of three main components of strategy: vision, objectives and means; and a threefold categorisation of potential measures for managing urban change: regulation, incentive and initiation. The findings show a great degree of similarity in understanding and approach. They are summarised by way of a typical 'Dutchtown' strategy which, for example, connects policy on retaining the heritage with economic development objectives; addresses the whole urban fabric rather than individual monuments; promotes positive action to maintain identity and distinctiveness; and reinforces mixed functions.

The strategies are regarded as successful in maintaining and even reinforcing unique heritage qualities. But in the face of the changing culture of planning and urban development in the Netherlands, and shrinking financial resources, they are much less robust. Alternative means for sustaining the historic urban core in the new context are examined.

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The Partnership Between Urban Design and Urban Planning

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Keywords: urban design, urban planning, Europe, North-America

On both sides of the Atlantic Ocean, urban planning and urban design are expected to have more robust integrations in the academic and professional fields of practice (Arendt, 2012, Chapman, 2011, Myers & Banerjee, 2005). Some steps have been taken in different countries to find stronger links between them. For instance, in the United Kingdom, urban design has been recognized by the governments as critical and has also been incorporated into the planning remit. Conversely, in the United States, conflicts still remain between a rigid interpretation of urban planning as an applied social science and urban design as a branch of architecture and landscape architecture with the task of shaping cities.

This paper posits that urban design should be viewed as a powerful partner with urban planning in the physical transformation of the city. Several historical and more recent examples reinforce this position. In the past, a well-known example is Patrick Abercrombie's Greater London Plan delivered in 1944. Abercrombie suggested urban expansion was possible through alternative forms of settlement design. Other European plans (such as the Italian Reconstruction Plan as well as the British and Dutch New Towns) after World War II combined without any hesitation economic development planning and place making. More recently, interconnections between urban planning and urban design are recognizable in plans from both Europe and North America. The new Austin, Texas Comprehensive Plan, "Imagine Austin," has urban design/urban planning implications as does the comprehensive plan of Bellagio (Italy).

Regardless of the similarities or differences among American states and European countries, the paper contends that urban design, and design in general, can assist in the transition between general plan strategies and their spatial implications. The paper discusses three roles that urban design plays within the context of urban planning. The first role, less traditional, takes place within the production processes of general plans when the spatial consequences of forecasted land-use transformations are assessed and pre-appraised. The second role, especially obvious in practice, occurs in detailed plans for specific parts of cities. The third, which is gradually becoming more frequent, is present when developing design regulations, guidelines and form-based codes.

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The Role of Design Guidelines in Shaping Waterfronts in Cosmopolitan Cities: A Comparative Study of Chicago River Corridor Design Guidelines and Standards and the “Waterfront Development” Chapter in Urban Design Guidelines for Hong Kong

Jane Zheng

Urban design guidelines are important tools for the actualization of urban policies and implementing urban planning by focusing on critical issues, clarifying geographic areas covered, presenting codes and guiding and assessing design proposals. Most of them seek to fill the gap between policies and zoning codes.

This article is the initial part of a big research project about the impact of urban design guidelines on urban scenes and landscapes. It addresses the question of what makes a good urban design guideline by applying the criteria in the literature of urban design guidelines to assessing enacted urban design guidelines in cosmopolitan cities. Urban design guidelines for waterfront development in Hong Kong and Chicago are adopted as two cases for study and comparison. This research first examines the goals of the guidelines, the components covered, the geographic scope under study and the respective presentation forms, by identifying the distinctions and similarities between the two guidelines. The main body of the research is devoted to assessing the quality of specific design guideline components. It reveals the disparity between the *Chicago River Corridor Design Guidelines and Standards* (CRCDGAS) and the “Waterfront Development” Chapter in *Urban Design Guidelines for Hong Kong* (UDGFHK) in four aspects, including the overall site design (e.g., access, parking, building location, and conditions around the perimeter of a site), landscaping, building orientation and form and signage. The ways of implementing urban design guidelines are also compared.

The finding is that CRCDGAS sticks more closely to urban design guideline principles in the literature and directs design proposal applicants with more clear and definite guidelines. It provides a strong basis for effective design reviews. UDGFHK seems not following design guideline principles. Judging from its advisories, its main theoretical foundation is Kevin Lynch’s writings about urban images. UDGFHK is largely concerned about urban design components, such as landmark buildings, streets, districts and nodes. The visual impact is the emphasis of the guideline. A couple of its advices are descriptive and vague; they appear to be less systematic and somehow problematic in effectively providing a solid foundation for design review. With the comparative study, this article finally wraps up with some reflections of the literature of urban design guidelines.

SESSION 9-10 Infrastructure / Pathways

Railway Stations as High-Speed Places

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Keywords: rhythm-analyses, railway stations, high-speed rail, European cities

Currently there is a revival of railway development across the world, including significant investments to expand the high-speed rail network in Europe or in China, and also to build a new state wide system in California. The prospect of these changes raises many spatial and institutional issues, and their impact requires contextual examination. This research aims to build an understanding of the consequences of these changes on the spatial quality of the network nodes, precisely the inner-city railway stations, which become today some sort of “high-speed places” at the interface between the local and the global. Challenging the view that transport networks tend to exchange space against time and money, I inquire the particular place qualities generated in the high-speed rail mobility environments.

In context I propose in this paper a biographical framework of railway stations as places, to be used as information input in the decision-making processes for railway development. The inner-city railway stations, and in particular those that are destination to high-speed rail, show specific dynamics at the urban level that require complex temporal analyses. Hence I integrate the biographical narrative from historical records and future development policies and projects, which I compile from field surveys and archival research, together with ethnographic records from participant observations in the main railway stations of three European cities namely Paris (Paris Nord, Paris Est and gare de Lyon), Zurich (Hauptbahnhof) and Bucharest (Gara de nord). The field research performed in these stations reflects my personal experience with interactive temporalities, for which I employ the method of rhythm-analyses. The everyday life observed while transiting from the train to the railway station and its immediate proximity can reveal the conflicts between the natural rhythms and those imposed by the processes of modern production of space.

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Spatial Facts, Fabrics and Fissures

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Keywords: urban design, urbanity, spatial facts/fabrics/fissures

Accepting that we are living through the fractured future, where urbanism for the first time has become the generative order of society, this paper seeks to analyse some representative contemporary spatial conditions in Ireland, with the hypothesis that urbanity is reducing in urban Ireland.

Combining a critical urban theory approach with local spatial and configurational analysis, and using the lens of spatial political economy, aspects of certain historic urban sites are examined at selected scales including those of planning and urban design in order to more fully explain and understand recent change.

For illustration purposes, selected urban blocks and the spaces between are considered, with particular emphasis on 'spatial facts', that is, factual information gathered from a combination of digital and fieldwork sources. Distinct plan units and individual plots, are examined in relation to change in the typomorphological structure, as well as social, economic and environmental aspects of the sites. Quantitative analysis of data is used together with more qualitative assessments of the particular spatial environments.

Some areas under examination are found to act as 'spatial fissures' within a wider legible, though distorted or sliced, spatial fabric. It is proposed that these fissures, acting together with parts of the 'diced' city, including the 'modernist city' and the 'mono-city block' phenomenon, contribute to low levels of urbanity in the overall reading. It is argued that a type of species loss has occurred in relation to unique characteristics: of accessibility, density, diversity, typology and ultimately, urbanity itself. This finding is relevant to urban design and planning practice and scholarship because urbanity is a defining characteristic of cities. On the basis that 'the spatial practice of a society is revealed through the deciphering of its space' this paper forms part of on-going research into contemporary spatial cultures, theories, methods and practices in Ireland.

From a Public Spine of a City to a High-Speed Inner-City Artery: Discussing Socio-Spatial Changes of Ataturk Boulevard in Ankara

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Keywords: collective memory, boulevard, public space, urban transformation

Cities permanencies, resilient entities should be elaborated in order to understand the history of the cities. The permanent places in cities feature signs of general design attitudes of its time and have witnessed major socio-spatial transformations. They constitute the major place memories for their citizens, which ultimately create collective memory of cities (Hayden, 1995, Rossi, 1988). This paper aims to understand how the changing socio-spatial structure of the boulevard affected the place memories of the citizens, thus collective memory. Ataturk Boulevard in Ankara, which is the main focus of this paper, shows a permanent structure although its socio-spatial structure has changed drastically. The paper tries to explore the changes in socio-spatial organization of Ataturk Boulevard and its effects on place memory in three historic periods. The first period extends from its initial design in 1924 as an 'urban spine' integrating the old town with the new town, while comprising subsequent public spaces till the 1960s. The second period is time between the 1960s and the 1990s. This time period represents the major turning period of the boulevard, as the scale and the organization of open green spaces of the boulevard were damaged and social structure changed. The last period extends from the 1990s to today, in which its socio-spatial structure is totally damaged with the introduction of high-speed traffic regulations, loss of open green spaces and low level of security.

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Commemoration on Urban Pavements

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Keywords: public space, memorials, historic sites, streetscape, spatial practices

Many memorials have been installed into urban pavements in recent years. Pavements have had a commemorative role since ancient times, when Roman and Greek epitaphs on roadside tombstones invited passers-by to pause and honor the glorious past. Pavement memorials in contemporary Germany, Bosnia and Herzegovina and Australia more frequently recall painful pasts: deaths of civilians, social discord, and loss of cultural heritage through wars and colonization.

Pavement memorials take different forms: material scars that preserve traces of violent events; re-covered excavations, explanatory inscriptions, imprints and substitutions of existing pavements, plaques embedded within the pavement surface; and temporary stencil art. They vary in their location within the pavement: against the building edge, within the main walkway, near the kerb, or extending into the vehicular street. They also vary in their distribution throughout the broader urban street network. Some pavement memorials are historic markers of specific places where violence actually happened, while others are installed in busy streets, squares, and historic sites as confronting reminders of past events that occurred elsewhere. Some are singular markers that serve as destinations for intentional pilgrimages by mourners, but most involve multiple, distributed elements that pedestrians encounter unexpectedly and frequently during their everyday journeys.

By appropriating the expansive empty space of the publicly-owned right-of-way, these memorials attain high levels of exposure to a very broad but transitory audience. They elude the constraints that private land ownership and functional needs can place on urban memory. Restricted to a two-dimensional surface that must remain trafficable, pavement memorials exhibit distinctive forms of representation, encounter and engagement with the past, which differ from three-dimensional memorials. In contrast to the generally affirmative presence of vertical sculptural forms, pavement memorials typically evoke metaphysical loss through physical scarring and absence: minimalist marking and cutting into the ground. Instead of inviting passers-by to stop and look up at a representation of the past, pavement memorials provoke people stepping on them and bending down close to enquire into their purpose and meaning.

Being located on busy public ground, pavement memorials are in tension with many other uses of the street, which can impact their visibility, their material substance, and their longevity. Through official, popular and subversive processes of regulation, maintenance and remembrance, some pavement markers are reinforced, and others are reconstructed or relocated. In the subtle ways they preserve traces and memories, pavement memorials prevent the forgetting of painful pasts that lie just below the surface of people's everyday comings and goings.

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SESSION 9-11 Urban Uses and the City

Urban Design, History, and Stadia

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Keywords: stadia, architecture, conflict, spectacle, capitalism, sport

The first case deals with the Maksimir stadium in Zagreb, where in 1990 the action on the pitch was overwhelmed by discord and conflict in the stands between rival partisans. The violent dispute that erupted in the stadium that day is now regarded as an early marker of the eventual dissolution of the Yugoslavian state. The second case looks at how the spectacle of capital accumulation and commodity fetishism shaped the efforts of one football club—Arsenal—to build a new stadium (Emirates), demolish its historic old ground (Highbury), and redevelop that site into luxury housing. In this case interlinked imperatives to relocate, demolish, and build were shaped far less by sporting demands than by economic forces that three decades ago were largely alien to the culture of football. Although the practice of clubs extracting profit from selling naming rights to their jerseys and their stadia, and the simultaneous commercialization of football in general is now well-established, the developments at Arsenal represent a highpoint of the influence of capital in shaping the culture of football and the monumental urban spaces in which it is played.

In both cases, built forms shaped the character of non-sporting activity within them. At the Maksimir the separated stands offer opposing groups a space of their own disconnected from their fellow attendees. In this context, the violence in Zagreb (between the Croatian 'Bad Blue Boys' who supported Dinamo Zagreb and the 'Delije'—Serb partisans of Red Star Belgrade) certainly existed outside of the stadium, but inside the stadium these divisions were powerfully expressed and enabled by the architecture itself. In the case of Highbury and the Emirates, the forms bear witness to the authority of capital, and, with Emirates, continue to materialize how the relentless imperative of profit shapes the nature of the spaces in which people observe the social practice of sport. Indeed that willingness of fans to tolerate the destruction of a historic ground for a new, corporate-tagged stadium suggests that the relentless logic of profit extends beyond club boardrooms and into the stands themselves. This paper argues that in both cases we cannot distinguish stadia and their sporting spaces from larger social and political economic realities.

Urban Design and City's Identity in an Island Seaport

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Keywords: urban identity, island city-ports, waterfront regeneration

The paper concerns the reciprocal influence of urban design projects and city's identity, by analyzing the case of Portoferraio seaport (Elba island, Tuscan Archipelago).

In the last three centuries, this city has changed many times its identity, from being one of the major fortified seaports in the pirates era to a modern iron and steel industrial seaport at the beginning of '900, to a touristic and nautical pole in the new century. The contribution proposes a lecture of the urban tissue of the waterfront, in order to evidence how urban design projects and social practices have shaped the whole urban environment and its identity in the last centuries.

The identity of the city-port is reflected in the quality of architectural and urban spaces: the three forts and massive line of the citadel founded in 1548 by the Grand Duke of Tuscany make the fortress be considered impregnable. At the beginning of the XX century, the construction of a modern iron and steel industry (Ilva) conveyed to an enlargement of the port: the new industrial image was marked by Ilva docks and industrial buildings, symbol of the re-discovering of the ancient iron mining past of Portoferraio (that means "Iron Port"). The IIWW bombardments completely destroyed Ilva industry, conveying to a period of degradation. The reprise comes in the 1970s, when Elba was discovered by tourism and Portoferraio gained the status of an international tourist resort.

The City has now started an important renewal intervention on its waterfront, to improve the touristic image of the city with the status of pole of the yachting industry, through the development of shipbuilding activities. Indeed, some questions has not been solved yet: firstly, the role of the waterfront project, often charged with objectives and functions going beyond its potential; secondly, the development project makes Portoferraio to enter in competition with cities of the French Riviera, but some services for a high quality tourism are still lacking.

Within processes of urban renewal and waterfront regeneration in insular contexts, the paper aims to understand whether the new functions attributed to the city-port, as well as the urban form prefigured by the local spatial plan, are pertinent with local strengths and potentials for territorial development.

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Local Shops as Creators of Urban Identity and Community: A Case Study in Helsinki

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Local shops are seldom recognized as significant creators of intangible cultural heritage (Zukin 2012). Local shops are usually examined in the context of the everyday service standards, how well they function and serve the daily consumption of the local inhabitants. In this case study, the aim has been to study the contribution and ability of the local shops in creating urban culture and shaping belonging as well as urban identities. The local shops seem to support collective memory and traditional forms of social interaction. The case studied is the gentrifying working class areas of Kallio and Vallilla in Helsinki, where small shopkeepers were interviewed and observed. Different types of entrepreneurs and shopkeepers were identified in the area; the traditional family entrepreneurs, lifestyle entrepreneurs, ethnic entrepreneurs, the gentrifiers and creative hybrids. The small shops should be better recognized as significant part of local urban culture.

The Amphibious Public: Geographies of Municipal Bathing Infrastructure New York City, 1870 – 2013

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Keywords: public space, swimming pools, urban infrastructure

Since 1870, the City of New York has been providing municipal bathing infrastructure at low or no cost to patrons, with varied goals in mind, including hygiene, recreation, 'civilizing' immigrants, and youth programming. Today, the city hosts 11 year-round indoor pools, and over 30 free outdoor pools in the summer months that see around two million visits. Here I ask, how does the municipal swimming pool work and what sort of work does it do? What combination of ideas about public life, materials, and political will have gone into building and maintaining municipal pools over time, and what sorts of publicness is produced in their persistence, management, and animation today? By attending to a state space where the almost-naked body – judged on gender, shape, race, age, ability, and strength - submerges into the highly conductive medium of water, the edges of what counts as public are tested.

In this presentation, I will examine the change in location, management and governance of pools in New York City through historical cartography and archival research, in order to demonstrate the changing notions of public life and municipal provision of goods through space over time. This work is located within the literature on public space in various urban disciplines, moving beyond grand theorizations of the public in order to focus on how the production of hydrosocial space at its interface with everyday users can inform a more nuanced view of what public life means.

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SESSION 9-12 Soundscape 1

Acoustic Assessment of Water Sounds in Urban Soundscapes: The Case of Orlando

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Keywords: soundscape, water sound, urban planning

The complexity of the soundscapes often encountered in urban environments makes it necessary to develop new strategies capable to unravel the continuum of interlacing relationships occurring among the members of their acoustical communities. Given the variety of sounds that make up sonic environments of this kind, a study based on the calculation of average sound levels over long periods of time falls short of the detail required to account for short term sounds such as water flows in fountains, bird calls, and people speaking. Under these circumstances, a three-dimensional analysis of sound pressure level measurements comprising the reading of dedicated spectrograms with successive degrees of temporal and spectral resolution better suits the range of acoustic events to be expected.

A soundwalk is used as a flexible exploratory tool. Acoustical measurements, photographs, audio and video recordings have been taken at selected public squares along a soundwalk in Orlando, Florida. Being widely held in high regard by residents and visitors, iconic examples of water sounds have been acoustically characterized and evaluated within the soundscapes they belong to in accordance to this adaptive procedure. The results of this study suggest that features such as typology, size, spatial configuration, and placement determine to a great extent the sound radiated from the water element, and are therefore decisive for their effectiveness as maskers of specific urban sounds. In addition to this, the existence of recognizable, natural-like temporal patterns in the fine-grain structure of water sounds appears to be key to the successful usage of water in the design of public urban spaces where traffic noise is a major source of annoyance. Consequently, this aspect should be added to frequency content and sound intensity in the checklist of acousticians, architects, and urban planners for acoustically-aware designs of public open spaces in our cities.

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Identifying and Protecting Tranquil Areas With Reference to the UK National Planning Policy Framework

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Keywords: tranquillity, planning, protection

The UK has recently recognized the importance of tranquil spaces in the National Planning Policy Framework, NPPF. (DCLG, 2012). This policy framework places considerable emphasis on sustainable development with the aim of making planning more streamlined, localised and less restrictive. Specifically it states that planning policies and decisions should aim to “identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity”. This is considered to go beyond merely identify quiet areas based on relatively low levels of mainly transportation noise as the concept of tranquillity implies additionally a consideration of visual intrusion of man-made structures and buildings into an otherwise natural landscape.

This paper reports on applying the tranquillity rating prediction tool, TRAPT (Watts et al., 2011) for predicting the perceived tranquillity of a place and using this tool to classify the levels of tranquillity in existing areas. The tool combines soundscape and landscape measures to produce a tranquillity rating on a 0-10 rating scales. For these purposes noise maps, spot noise level measurements, photographic surveys were used to predict tranquillity levels in 8 parks and open spaces in or near the city of Bradford in West Yorkshire in the UK. In addition interviews were conducted with visitors to validate these predictions. At one site consisting of a country park on the urban fringe and surrounding moors, more in depth assessments were carried out using jury assessments at 9 different locations with a wide range of natural and man-made features. It was found that there was a reasonably close relationship between predicted and average assessments given by park visitors which confirmed the usefulness of the tranquillity rating prediction tool for planning purposes.

In addition the questionnaire results allowed factors that degrade tranquillity to be identified and the means of improvement to be devised. Using detailed sampling of an area and applying appropriate contouring software it would be appropriate to produce tranquillity maps which could be regularly updated to identify potential threats and thereby aid protection. The approach outlined will assist in addressing the requirements of the NPPF).

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Surveys of Soundscapes in Historic District in Rome

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Keywords: soundscape, auditive survey, fountains, altitude

As is well known, devices for measuring sound in open spaces are mostly tuned on molest noise, which is usually highly periodic, and in low frequency. Moreover sounds in urban spaces overlap, defying standard documentation methods, as "attention" is a key ingredient of their perception, albeit still somewhat elusive to scientific research, as in the well known problem of the "party effect". Documentation of sounds in open spaces is a difficult problem for ethnomusicologists. Moreover, we know that, especially in public open spaces, sounds mark the space, and not so much vice versa. Mathematically, the interest for sound in space is that all the spatial information is encoded in the very small time-scale. We started a systematic survey of sounds in some areas of the historic district in Rome, to detect which sounds are perceivable today, their variability over different hours. Surveys are taken perceptively by a team of ca 15 surveyors, all graduate students of Architecture. They measure how distinct some sounds are, particular to some areas. The sound of the Trevi fountain as perceived in the piazza, and as perceived in the surrounding narrow streets. Narrow streets act as waveguides, for the complex sound of water. In this case a historic study is also performed on how long the surroundings have been characterized by a very loud sound of water. The sound in the public garden of Colle Oppio, which is on top of one of the seven hills, and the sounds in the Circo Massimo, which is excavated with respect to street level. Relative height of ground has an impact on traffic sound.

In summary we will address specifically :the space-scale of fountains sounds depending on the typology of fountain. Sound at ground-walking level differs greatly by slight differences in height.

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PANEL 9-1 Soundscape 2

An Exploration of the Urban Design Possibilities Offered by Soundscape Theory

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Keywords: soundscape, Urban Design, Soundwalk

This paper will summarize the historical progression of the key elements of soundscape theory as they have been applied to urban design. The basic concepts of soundscape theory including soundmarks which are the acoustical equivalent of visual landmarks, keynote sounds which are the typical sounds in a vicinity; and sound signals or the specific acoustic events that comprise the ambient sound in a locality were presented by Schafer (1977), Truax (2001) and Thompson (2004). These concepts offer ways to document, analyze and design the acoustical qualities of urban and natural places similar to the way that the concepts developed by Kevin Lynch in the *Image of the City* (1960) did for the visual character of cities. The urban design potential of soundscape theory lies in identifying the ecological relationships linking sources of sounds, prospective listeners of sounds and the “coloration” of the sounds by the urban environment within which the sounds are propagated that gives unique identities to localities within a city. An acoustical community is formed by the various parties who are structurally related by the need for various forms of tangible and intangible communication in an urban setting. A basic palette for the acoustical qualities of urban design was developed by Siebein (2006) included reducing, buffering and mitigating undesirable existing sounds; preserving and enhancing desirable existing sounds; and introducing design elements that bring with them new sounds and activities that are desired to enhance the acoustical, architectural and urban life of the district. Siebein (2012) has extended these concepts to include itinerary or path, acoustic rooms, acoustical calendars and the ecological/structural framework that links the sounds made in the city to the locations and activities that produce the sounds. Case studies of an entertainment district in a city, the initial planning of a new town and the redevelopment of a campus housing area will be used to illustrate the methods and applications of this theory to enhancing the aural and urban design of cities and towns.

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Sound Cities

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Keywords: soundscape, sustainable urban development, urban open space quality, urban design, heritage

Soundscape is an overlooked aspect of sustainable urban development and resilient cities. Particularly, soundscape is associated with urban open space quality and urban design. It concerns the acoustic environment as perceived or experienced and/or understood by people in context. It includes all sounds – positive as well as negative. Unlike current management of the acoustic environment, soundscape is not primarily about reducing sound levels below an acceptable guideline value. Rather, it is about what sounds belong to a place. From a heritage perspective it is important to ask what soundscapes present generations create and transfer to future generations. How do people want the city to sound? This relates to architecture and the urban infra structure, such as location of buildings, roads and parks, including the activities they entail. Much of what present generations create is durable and will affect many generations to come, by limiting the number of degrees of freedom at their disposal. This paper presents an early report on the Sound Cities projects that investigate how soundscapes may be consciously and expediently designed, as well as what we should mean with soundscape quality. For example, what is the relationship between soundscape and human activity in the city, or between soundscape and different kinds of sound sources? The aim of the projects is to promote sustainable urban development, quality of life, as well as health and well-being among urban residents, today and in the future. The projects include in situ questionnaires, psychoacoustic listening experiments, as well as machine learning, based on music information retrieval technology.

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Place-Temporality and Urban Place Rhythms in Urban Analysis and Design: An Aesthetic Akin to Music

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Keywords: place-temporality, sense of time, soundscape, urban rhythms, everyday, place, urban analysis and urban design

Places are temporal milieus and the *tempo* of a place is inherently rhythmical. In an urban place, patterns of people movements, encounters, and rest, recurrently negotiating with natural cycles and architectural patterns, merge into expressive bundles of rhythms, which give a place its temporal distinctiveness.

This paper investigates the aesthetics of place-temporality, focusing on its expression and representation; it explores its principal experiential attributes – such as its vivid sense of time, soundscape and rhythmicity, and its significance (affectiveness). And, building on an analogy with *musical aesthetics*, the paper brings forward a conceptual framework for the understanding and analysis of temporality in urban space, with a focus on place-rhythms and the triad of place-temporal performance, place-tonality and a sense of time. These are the principal aesthetic processes through which place-temporality expresses and represents itself in urban space.

This paper will deliver insights on Fitzroy Square distinguishable temporal aesthetics, *constituted by unique place-rhythms (or temporal identit(ies))* and overall discuss the value of temporal studies and place-rhythmanalysis within the current interdisciplinary discourses on *place, place-making and design*.

POSTERS 9

Towards a Functional Typology for Successful Public Spaces in Chinese Urban Residential Neighbourhoods

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Keywords: public space typology, chinese residential public space design, public space efficacy

The contemporary Chinese residential neighborhood represents a most intimate type of urban environment. It is typically gated and protected from through traffic, while within it exist public spaces intended to attract residents to make use of them. Therefore the urban environment composed within this type of neighborhood is a conduit through which community is built, nurtured and maintained. The design of the public spaces within these neighborhoods largely determines the quality and quantity of the social community which grows within and around them. A scientific and experiential approach to understanding the components which compose this space is an integral part of being able to build a public space sensitive to the needs of the residents who will utilize it. This research attempts to understand contemporary Chinese residential public space use and efficacy through a functional typological classification of the elements which exert an influence on the quantity of spatial use. The physical characteristics of a preliminary set of seven residential neighborhoods in Shanghai, China were measured, and observations of user quantity were performed on the primary public spaces within them. The measured characteristics were then compared with the observational results to search for correlations. Based on the results, hypotheses as to the influence of certain elements on the use of the spaces were inductively posited. These hypotheses were then tested on a second set of seven neighborhoods to test their validity. The results indicate that a hierarchical and interdependent set of physical characteristics correlate with use patterns and largely determine the success or failure of the contemporary Chinese residential public space in attracting users. This presents the possibility of predicting public space user patterns during the neighborhood design phase, and thus generating successful typologies based on their conformance to a set of physical characteristics. The paper also explores points of both divergence and similitude between the results of this study and that of European and North American open space user quantity studies, providing a basis to compare how the physical attributes of a space affect such user quantities across cultures.

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A Design-Oriented Approach to the Walloon Compact-City Policy

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Keywords: residential density, urban morphology, research by design.

Belgium is a special case on the European housing scene. In this “land of laissez-faire” and “of liberalized nonchalance”, architects and urbanists have high-hatted the detached house model on aesthetic and moral grounds for decades, while geographers and planners have warned that current trends of residential dispersion are unsustainable on the long run. Today, the Walloon regional government wishes to contain urban sprawl through the implementation of a compact city policy. Within this frame, the authors are involved in a collaborative research program claiming that the feasibility of such a policy depends on its capacity to deal with the peculiar Walloon context, and particularly in its urban fabrics' capacity to adapt and change. The paper presents this research work's first outcomes.

The originality of the adopted approach, borrowed to a design-oriented perspective, stands in three major assumptions. First, in order to effectively address real issues, a number of case studies has been selected to cover the broad spectrum of Walloon urban patterns. Second, each case study is considered from a cross-scalar perspective ranging over three interconnected levels :

- *structure of built-up areas*; related to their wider geographic setting, to territorial specializations, natural areas and landscapes, and infrastructural network ;
- *built fabrics* related to urban structure, street network, public spaces and sequences, neighborhood relationships, and plot patterns ;
- *urban blocks*, related to architectural types, to the articulations of public and private spheres, to plot occupation modalities, and to street frontage and backyards.

Third, emphasis is placed over the dynamic process which explains the evolution of urban environments and the origins of recurrent problems or opportunities. As a result, it is possible to outline a set of typical urban growth patterns and issues suggesting the priorities for a compact city policy focused on the improvement of both meaningful urban forms and quality of life rather than on urban density as an end in itself.

Through this research opportunity, the authors assert that extending the object of urban morphology to the built environment and to landscape as a whole may contribute to make up the apparent distance between architecture, planning, and geography on one hand, and between design-oriented, programmatic, and descriptive approaches to territorial issues on the other.

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Contest Urbanism: Meaning and Manifestation in Community Garden Design

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Keywords: contested space, community gardens, post-industrial

Struggles for space and meaning are manifested and continually revised in the built environment. The morphology and meaning of community gardens reinterpret Lefebvre's Production of Space (Lefebvre, H. 1992) in the post-industrial city. If space is produced then ultimately it is "man-made" and alienated from nature. Lefebvre goes so far as to say that nature is a myth (Lefebvre, H. 1992). Nature is not a myth and space continues to exist outside of the forces of production. Post-industrial rust-belt cities create an interesting relationship between nature and the urban. "Weak spaces" left from behind from the collapse of industrial cities (Lehtovouri, P. 2010) become natural-urban spaces and are no longer produced but rather generated and/or regenerated. Community gardens on vacant land in shrinking cities are spaces where global and personal forces are contested and mediated through nature in the urban form.

This study seeks to reinterpret the production of space in the post-industrial rustbelt city context through a mixed-method case study of community gardens in the City of Buffalo. A combination of ethnographic media, survey, site and GIS analysis contribute to an in depth exploration of community garden design. This study explores whether spaces are produced or generated and/or regenerated through contestation in natural-urban spaces. It also asks, "What is the relationship of contestation to place in natural urbanism?"

The significance of this work is that it attempts to reconcile the post-industrial context with Lefebvre's influential theory of space. In particular, this study aims to create discussion around the validity of "production" as the generative foundation of space and explore how planners might learn to rethink the role of nature in the city in the context of place.

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Lisbon University: a Resilient Space within the City?

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Keywords: university; city; detailed plan; resilience

The contribution of universities to regional and local economies is not a new phenomenon. For centuries European universities have had a deep and dynamic relationship with the economic, social and cultural life of the cities in which they are based.

In the particular case of Lisbon, we have a university “campus” that was established in the mid-20th century and since then has been developed and expanded. However, this development hasn’t followed a logical and coherent path, leading to the creation of constraints on its own activity and its relationship with the city. Currently, the incoherent mix of faculties and other R&D institution buildings which have built since 1950s, the lack of a single public space network and the ‘conflicts’ of interests between the stakeholders in the area constitute the main constraints on achieving an unified image.

As described in the Congress’s theme, there are two stages in the concept of resilience: the first one having to do with the tolerance capacity for changing conditions and circumstances and the second focussing on systems’ capacity to reorganize around a new set of structures and processes.

In accordance with this concept of resilience, the main objectives of this work are:

- to analyse how the city-university relationship in Lisbon has been and how it has adapted (or not) to the evolving reality;
- to identify the necessary changes in the “campus”;
- to discuss the role and importance of a detailed plan (which is currently under development) for the “campus” area.

Case Study: Soundscape Based Analysis of Proposed Urban Development Impact Utilizing Soundwalks

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Keywords: soundscapes, soundwalk, urban, rural, case study

This case study presents a soundwalk-based method of analysis for aiding in the design of soundscapes by cataloging them with respect to time, space and cultural desirability in order to identify acoustic events important to design. In this paper the acoustic impacts of a proposed 20,000-person urban area on the surrounding conservation land as well as an adjacent rural community are evaluated by utilizing the soundwalk technique (put forth by R. Murray Schafer) in conjunction with long and short term measurements. By conducting several soundwalks in the pre-existing rural community and conservation area, as well as in an urban downtown representative of the proposed development, a taxonomy of acoustic events is constructed in which qualitative importance (such as that of a keynote sound, sound mark, or undesirable sound) is assigned based upon the event's context. Additional soundwalks conducted at different times of day create a circadian "calendar" of acoustic events, thus placing the events in time. The soundwalks also establish acoustic envelopes, or "rooms", based on the presence and/or absence of the events found in the taxonomy, placing each event in space. Quantitative data obtained from short-term measurements taken on the soundwalk as well as long-term averages from representative locations are analyzed through the lens of the qualitative understanding of the soundscape allowing more precise conclusions that are verified through the use of CadnaA models. Through this method the acoustic events that are relevant and, conversely, irrelevant to the design are established. In this particular case study it is likely that the concern of invasive noise from the new development espoused by residents of the rural community will be moot and the noise of increased traffic on the surrounding high-speed motorways may be a more important factor with regard to changing the current soundscape of the rural community. Additionally, it is expected that the new acoustic room created by the development will be marginally larger than the size of the area's physical footprint, given source orientations, the barrier formed by the buildings of the area, and the relatively high ambient levels of North Central Florida's natural night.

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The Urban Park System Heritage having been left by the Expanding City: the Case of Shenyang City, China

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Keywords: park system, urban expanding, open space

With the rapid large-scale-construction in China, the value of open space concentrates more and more interests as environment pollution problems get worse and life quality is emphasized widely. This study clarifies the history of the park system, and explores the relationship between park system and urban sprawling in Shenyang City, the largest city in Northeast China. Furthermore, according to an analysis of the park system's spatial structure, it indicates the plan's problems which have been left since the expansion of the city in this study.

The birth of Shenyang's park system involves three periods. First, at the end of Qing Dynasty before the year of 1905, a location-based park, Wanquan Park, was provided to public by merchants. Wanquan Park was in the northeast edge of Shenyang City which had ramparts until 1950's. This area had become a holiday resort long ago since a spring came out hatching beautiful waterside landscape. It is the starting point of Shenyang's park system with the concept of harmonizing green and water. The second period is from 1905 to 1945, the term Japanese power irrupted into Shenyang and occupied the city in 1931. Based on the western urban planning theory, Japanese mapped out a plan for the future mega-city which included a park system plan. This park system plan was updated several times and some separate parks were built through the period. However, the whole plan was not finished at last. The third period begins with the end of the World War II, the Chinese power controlled the city of Shenyang again. In 1956, as a portion of rainwater-drainage system, the park system, utilizing the spring's watercourse from Wanquan and connecting six parks, was built under the urban comprehensive plan.

With the fast urban expansion, open spaces are likely solitary islands in a flood. This study clarifies that all of the parks (and park system) were located on the edge of Shenyang City or in the suburbs at the time when they were built. While the city gets bigger and bigger, parks remain and become urban parks in the downtown.

These open spaces are the valuable heritages. However, since the park system was designed on the city edge, it represents a barrier for today's city traffic and had a low utilization rate. Though there are some bridges connecting north and south, the road from east to west is only on the north side along the park system facing the old town. On the south side, there is a residence area next to the park system which blocks access from the south.

Acoustic and Perceptual Features of Eating-Places in Singapore.

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Keywords: soundscape quality, servicescape, perceptual features

The relatively few investigations of restaurant soundscapes, a.k.a. 'servicescapes', have focused on how music style and ambient levels influence repeat patronage behavior and appraisal (e.g. North & Hargreaves 1996, Novak et al. 2010). Dimensional emotion models (Russel & Mehrabian 1974) underpin both Novak's work and the outdoors-oriented Swedish Soundscape Quality Protocol (SSQP; Axelsson et al. 2011). There is evidence that acoustic features other than A-weighted SPL are salient for urban soundscape quality perception (e.g. Irwin et al. 2010, de Counsel 2009, Berglund et al 2007).

The author and his students investigated 116 'eating-places', from hawker stalls via coffee bars to upmarket restaurants, noting Size, Priciness (estimated from price of typical F&B items), Occupancy, full SSQP, and estimation of on-site A- and C-weighted Leq. A set of computational acoustic features were extracted from audio recordings using MIRtoolbox (Lartillot 2010).

Results indicate that eating-places categorized as 'Chinese' had significantly higher sound levels than 'Western', but lower than 'OtherAsian'. Priciness was highest at 'OtherAsian' places, followed by 'Western', then 'Chinese' (all Tukey's HSD). Somewhat surprisingly, there was no overall significant correlation between Priciness and ambient noise levels. SPLs were consistently higher than those indicated by Novak as eliciting the "highest levels of pleasure and approach behavior". This would indicate that there is a potential to increase servicescape quality in Singapore, with potential business profit gains as well as general health benefits.

In line with earlier work (Lindborg 2012), a Principal Component Analysis on a reduced set of acoustic features revealed that 2 components, tentatively labeled 'Sound Mass' and 'Variability Focus', explained 72.1% of data variability. The acoustic dissimilarity matrix of the 116 soundscape was compared with the Eventfulness-Pleasantness dissimilarities yielded by SSQP adjectival ratings, with a high level of correlation. Ongoing further analyses aim to develop a model with which fundamental aspects of perceived soundscape quality can be predicted by acoustic measures.

Current experimental work is geared towards improved quality estimations of the set of soundscapes by rating volunteers ($N \geq 20$) in studio using 3 parts of the SSQP, namely quaila, content, and overall judgment. Further, we are investigating the congruency of quality perception between auditive and visual modalities, using photography gathered from 87 of the locations, in two experimental designs: 1) a forced-choice audiovisual matching task ("Which photo matches the soundscape you hear?"), and 2) a Priciness "guesstimation" task from a) soundscape alone b) photo alone c) soundscape and photo together (Lindborg 2010). We expect to find higher-than-chance success rate in all matching tasks, with $c > b > a$.

The experimental platforms have been programmed in MaxMSP and data collection is imminent. Results will be presented at the conference.

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Built Environment and the Location Choices of the Creative Class: Evidence from Thailand

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Keywords: creative class; residential locations; built environment; Bangkok

Globalization has forced cities and regions to rely on creative innovations as a source of competitiveness and prosperity. Yet little is known about the physical factors that influence the residential location choices of innovative individuals in Asia. This paper examines the impact of publicly-accessible built environments on the location choices of creative households—those led by creative heads—in the Bangkok Metropolitan Region. We employ econometric analysis to the 2008 Bangkok Metropolitan Region (BMR) household survey data in order to examine the propensity of creative households to reside in the proximity of constructed amenities. The analysis appears to show that the location choices of creative households are positively associated with the presence of transit stations, malls, and parks, suggesting that publicly-accessible spaces facilitate face-to-face interactions, which in turn promote information exchanges and knowledge spillovers. Two main conclusions emerge from our statistical procedures. First, household-level analyses reveal that the explanatory power of occupational status prevails even after accounting for the effects of age, education, gender, purchasing power and the like. Second, district-level analyses provide evidence of the importance of public spaces for creative workers. The findings have planning implications for regions struggling to retain their home-grown talent. As the city's ability to retain talents is stricken due to concerns over political stability and security, the role of constructed amenities is of growing interests to urban planners and regional policymakers.

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Tehran the Scene of Modernity

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Keywords: urban transformation, modernization, urban outcome, social outcome

'Behind everyone improvement plans lay the belief that environmental reform was the most important disciplinary order upon which the new civilization of cities would arise' (Boyer, 1983). Urban plans and urban transformation has been associated historically with ideas of social reform, specifically in the building of an industrial society, in modern, industrial, and postindustrial era (Harvey, 2003). This paper traces the link between cultural formation and technological systems i.e. urban plans and visions, that together constitute modern society. The tie between new urban technologies such as railroads, highways, airports, and ext., and social progress created a 'modern' urban experience in city life during the last century (T.J.Misa, 2003). Tehran as the capital city of Iran, since mid-19th century has witnessed specific phases of urban transformation and development and this has provided its urban form with a variety of different urban and social patterns. During the last century, inspired by the development of new technology and industry, successive plans and interventions in the city of Tehran have accompanied changes in economic, social and cultural forms. In Iran planning, development and modernization were synonymous with westernization (Madanipour, 1998). Until today these planning interventions in every phase have had different types of modernizing intents involving modern transportation and communication systems, the image of modern civil society, modern institutions and functions, modern ideas of production and consumption, down to street image and everyday life. However the aims and intentions behind these planning interventions were never simple and not always absolutely clear; nevertheless they, as well as their forms, typologies and procedures were products of definable contemporary political arguments and events, which led to construct definable urban and social outcomes. To address this process I will make a chronological study of visions, planning decisions and strategies, which concluded in distinctive socio-spatial outcome. In this paper I study the history of urban development in Tehran since 1960s till today. I'll concentrate on specific plans and modernization practices that these plans and strategies correspond to particular political conditions. Without judging the aims themselves, I trace how these plans were accompanied by new forms of modern urban society, while at the same time they produced new forms of the city. The attempt here is to find the better understanding of the links between social and urban transformation by tracing them during the last sixty years of urban changes in Tehran and to question and explore these links in their contemporary form.

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Integrating Socio-Ecological Values into Climate Responsive Urban Design

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Keywords: socio-ecologic values, climate responsive urban design

Statistics consistently show that the effects of the built environment on climate have globally accelerated in recent years. Accordingly, urban planners and designers intend to develop climate responsive design principles and strategies in order to reduce the impact of the built environment on the ecosystem. A review of literature shows that technical design indicators such as density, urban fabric, street geometry, building forms and orientations are studied to prevent climate change. However, if these technical and/or mechanical, principle-led design solutions are adequately and effectively producing sustainable urban environments has not been explored yet.

This research argues that producing climate responsive urban places calls for an in-depth understanding of micro-climatic conditions of the territorial setting as well as lifestyles and norms of the society. A great amount of research certifies that localities have the capacity of producing their own adoptive strategies and coping mechanisms to the climate issue. On the one hand, each urban context may produce its own innovative solutions to adopt climate change in terms of space design; on the other hand, each context may require different spatial organizations rather than adapting universally standardized design solutions.

Taking this as a point of departure, this research intends to explore how socio-ecological values can be integrated into producing climate responsive urban design processes, in the case of Mardin, a historical city of Southeast Anatolia Region in Turkey. Mardin represents an urban setting harmoniously developed throughout history with climatic conditions and inhabitants' lifestyles and socio-ecologic values. The historic built forms of the city provide the clues (socio-physical markers) of an efficient use of natural assets and innovative systems to prevent negative conditions of extreme climate conditions. To extract that this research explores the traces of the local socio-ecologic values in a variety of details through their living spaces, both in private and common areas.

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Adhibition of Architecture Typology in Protect and Renew the Traditional Scenes Place

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Keywords: architecture typology, traditional scenes place, protection and renewal

The building is the art of space, and the city is an art of time, without the protection of traditional scene, the city will not develop. Building, space, texture, habits and customs, culture, and memory, these are all we need to protect. However it is tendency to kill the history, if we treat the history at a standstill. Understand the city in the past, know the city now, grasp the city of the future, protection is not only the maintain the form, but also make the city transmit its historical information, make 'protection' meet the need of modern society. Protection is only an approach, development is the purpose, adapt to the demand of social development should be the ultimate goal of protection. In order to solve protection and development of this pair of contradictions, I introduce architecture typology into protect and renew the traditional scenes place.

Architecture typology originated from the new rationalism and the new regionalism, its features are creative, historical, regional, systematic and urban property. The value of typological method is, it solve the relationship of history, tradition and modern dialectically, namely it solve the relationship of constant and change. This paper study the forms and development of traditional architectural, through the research of typology, absorb the essence of traditional architecture, research the relationship of different buildings, resolve the texture of city.

This paper will expound the methods of architecture typology in protect and renew the traditional scenes place. The key of using architecture typology in protect and renew the traditional scenes place are to research the meaning of fragment in the city unit and city context, to research the restructuring of these segments, performance in physical space are to research varied texture space composed with building, street, and interface.

The design process of architecture typology can be summarized as the following stages, identify extraction-type transformation-form restructuring. Among them, the first two stages are the process to analyze and research the city, the final stage is the process of creating. The whole process is the type of discrimination and extraction, types of reduction and transformation, restructuring the architecture form and space form. I will take the 'The traditional scenes planning of Guangxi Pingle' as an example, to demonstrated the operability and practical value of the study.

How the Possibilities which Involve a Designed Urban Landscape are Communicated?

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Keywords: geoprocessing, landscape management, urban parameters communication

The reflection of this paper is *How the possibilities which involve a designed urban landscape are communicated?* Considering great part of urban landscapes is the result of interventions guided by the application of urban normatives it is important emphasize the study of the “state of the art” concerning how urban parameters are communicated. Two pilot areas were selected as study cases to elucidate this theme. The study cases are two near territorial realities that belong to different municipalities resulting in different urban parameters collections and forms of occupation of territory: Santa Lúcia district (municipality of Belo Horizonte, Brazil) and the neighborhood Vale do Sereno (Nova Lima municipality, Brazil). Both pilot areas suffer from geomorphological fragility and from strong entrepreneur interest. The methodology was based on instruments provided by geoprocessing to: (1) show the transformations passed over the different overlays – spatial and temporal; (2) identify tendencies and interest conflicts of these urban palimpsests through Multi-criteria Analysis; (3) investigate a possible path that augment the communication power between norms and users, from the characterization stage until the diagnosis, prognosis and proposition. On the other hand, to enrich the analysis about planned urban landscape three-dimensional templates were also used as leads to investigate the production of units that make up the layers of concerned palimpsests. The main result of the paper is that this paper guiding question still remains open to further investigation in other districts, regarding other medias and tools to allow a truly community participation in urban management and planning.

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Cycling Policy in Lisbon: Can civic associations have a role in transport planning?

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Keywords: cycling, sustainable urban mobility, transport policy, motility

Sustainable urban mobility is increasingly becoming a key objective of urban development policies. This new paradigm is composed by four different and complementary approaches, including measures that combine travel substitution, transport policy, land use policy and technological innovation (Banister, 2008). In terms of transport policy, the key objective is change the modal share, promoting walking and cycling. However, if in some cities non-motorized modes, and cycling in particular, are significant transportation modes, in others, such as Lisbon, cycling is still a residual transportation mode, representing the choice of less than 1% of commuters, and so cycling promotion policy has to be composed by different measures (Urbanczyk, 2010). Moreover, promotion requires the active involvement of the population, and so a new approach to transport policy is needed in order to be effective.

Using Kaufmann et al. (2004) concept of *motility*, we compared cycling policies (top-down narratives) with the actions and proposals of the cyclists civic associations (bottom-up narratives). We intend to demonstrate the differences between both narratives and distinguish the main conflicts in the three dimensions of motility: access, competence, and appropriation. Semi-structured interviews were applied to policy makers and members of the civic associations, and participant observation was done during last 1,5 year in mailing lists and diverse events of the associations.

Our findings show a lack of strategy and coordination of the top-down policy, which is targeted only to recreational cyclists, without a clear intention of transforming them into regular cyclists. Financial restrictions of the city council makes the leisure promotion strategy more appealing, as it allows the construction of cycle paths on the sidewalks, clearly visible and advertisable, making it possible to be paid by private companies, and not confronting the place of the car. On the other hand, (the few existent) cyclists are strong advocates of sustainable urban mobility, and demand a cycling policy based on cycling infrastructure at the expense of the car (cycle lanes) and speed reduction (zone 30). They also promote, at a voluntary basis, cycle induction programs and bicycle maintenance workshops, besides the monthly critical mass and associated newspapers and websites promoting the use of the bicycle.

The two speeches are distinct, and conflicts arise both within each dimension of motility, and also between the two approaches. In general terms, top-down approach is focused on infrastructure construction and not in promoting the use of the bicycle for utilitarian travel. In summary, the civic associations are the solely pursuing cycling promotion, but they are relegated to a secondary role and are unable to have an active role in the cycling policy definition, making cycling promotion very inefficient and sustainable urban mobility extremely difficult to achieve.

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TRACK 10: CROSS BORDER AND INTERNATIONAL PLANNING

SESSION 10-1 Unpacking Geography, Scale and Borders

Decoding Borders - Appreciating Border Impacts on Space and People

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Keywords: Borders, boundaries, bordering process, Austria

This paper aims to unpack the complex concept of borders by revealing their often nuanced and underestimated impacts on space and people. According to Anderson & O'Dowd (1999) the term border refers to a legal line, which is separating different jurisdictions. But a border is much more than just a legal line on the map; it becomes reality by the meaning that is attached to it (van Houtum 2011). Furthermore as this paper argues, a border is comprised of an overlapping set of boundaries (geopolitical, socio-cultural, economic and biophysical), of which all are having their particular functions, meanings and roles. Examining this complex boundary-construct provides an understanding of why borders were and are drawn as well as by whom. This paper considers borders as the outcome of the bordering process, where certain functions, meanings and roles of boundaries are prioritised over others. It is therefore that this paper argues that the decoding of the bordering process provides an understanding of why some borders sit uneasy within the territory and why border disputes might emerge. In so doing it establishes an essential basis for any cross-border cooperation activity.

Agreeing with Paasi (2005) that one has to understand the historically contingent process of territory building, the paper examines the changing nature of borders and how this affects the underlying boundaries in the case of Austria. Considering that Austria (in its current shape) was not on the map before 1945 and that in its early days not even the Austrian politicians believed in Austria, it provides a unique case to understand how borders unify and divide, include and exclude as well as change over time and space.

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Regional Development in the Pearl River Delta Region

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Keywords: Regional Integration, Hong Kong, Pearl River Delta

This paper compared the proposals with reference to the regional integration of the Pearl River Delta (PRD) including Hong Kong's reunification with mainland China. Under the "One country, two systems" dictum, Hong Kong's status as Asia's world city and service hub was consolidated by the massive demand of producer services from rapid development of manufacturing production in its hinterland.

In 1995, proposal on the cross boundary infrastructure projects had been incorporated in the "Modernization Plan for the PRD Economic Zone (1996-2010)". The context of the plan highlighted the significance of the city level as well as regional integration in the format of "joint conferences mechanism".

In January 2009, China's State Council approved the "Outline of the Plan for the Reform and Development of the Pearl River Delta" as the guideline for the PRD region for the next 10 years. The "Outline" set up the goal of making the region into a world-class base for advanced manufacturing and modern service industries. To achieve the goals, the Guangdong province, Hong Kong and Macao SAR governments agree to put key co-operation areas on finance, industries co-operation, infrastructural and town planning, environmental protection, as well as education and training.

Both proposals signify the importance of "top-down" planning approach while China's accession to the World Trade Organization membership. In the wake of the Asian (1997) and global (2008) financial crises, China has emerged moderately affected and had rebounded economically. The intra-regional relationship within the PRD and the PRD's new position in the global urban-cum-economic network under this trend of service-led development will inform the economic restructuring and the emergence of the Bay Area of the Pearl River estuary.

A Typology of Europe's Maritime Region

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Keywords: maritime spatial planning, European seas, maritime region typology

In Europe it is interesting to note that some of the most imaginative experimentation with integrated spatial planning relates to regional seas. This reflects growing realisation that the marine environment is a critical yet undervalued component of the EU's, national, regional and local territorial space which offers significant growth potential for maritime regions. Indeed, European policy is making increasing reference to the marine environment as integral to the territorial agenda. For example, the Territorial Agenda of the European Union 2020 (CEC, 2010) calls for planning systems to enable harmonious development of a land sea continuum, and the EU is encouraging transnational, cross border and inter-regional cooperation through support for macro region strategies in areas such as the Baltic Sea and most recently the Atlantic Ocean.

Integrated maritime planning at this scale and across the land sea divide is at an embryonic stage and new analytical approaches are needed to help understand the pattern and varying intensity of land sea interactions covering both terrestrial and maritime space in order to inform policy development. Land based spatial planning makes distinctions for example between urban and rural areas and between town centres and industrial areas. Not only can the aims and visions but also the tools and mechanisms of spatial planning differ depending on the character of the area worked with. Maritime spatial planning has no such commonly recognized categories as yet. This paper reports on one of the outputs of an ESPON funded research project ESaTDOR which is the first to develop a tentative typology of land sea interactions based upon intensity of activity on the land and sea across European maritime space taking account of maritime related economic activity, maritime related flows and environmental pressures. The paper describes the background to the project and the approach to typology development. It then illustrates how the typology which identifies core, regional hub, transition, rural and wilderness areas which each have distinct identities may benefit from different types of policy intervention.

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Europeanisation or Europeanisation of Spatial Planning?

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Keywords: European Integration, Europeanisation, European Spatial Planning

Europe is an ambiguous geographic concept. None the less protagonists and critics of the European Union (EU) refer to it as 'Europe' and Europeanisation is taken to mean progress in EU integration. Europeanisation of planning, too, is seen as giving the EU more of a planning role, but this paper distinguishes between EUropeanisation as the building of Europe from Europeanisation as the forming of common European outlooks and applies this to planning. In these terms, the Europeanisation of planning predated the EU, but eventually its protagonists attached themselves to an emergent EU, thus setting their sights on the EUropeanisation of planning. This pair of concepts suggests a new look on the development of European spatial planning and helps assessing the very real contingency of the EUropeanisation of planning – and maybe also EUropeanisation as such! – stalling. A modestly hopeful take on this is that planning has become Europeanised to a degree that makes a return to old practices inconceivable.

Thanks to the internationally orientated planning elite, ideas and practices crossing borders have created shared understanding of and commitment to a common approach. Any hope for the future must rest on this and on the conviction that planners can simply no longer operate within fixed borders. Elaborating, the paper comes in three parts. The first makes the distinction between EUropeanisation and Europeanisation. The second reviews literature on the Europeanisation of planning. The third revisits the development of European spatial planning. The Conclusions draw implications for the future against the backdrop of a contested EUrope.

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PANEL 10-1 Planning for States and Nation-States: A Transatlantic Exploration

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In October 2012 the School of Geography and Environmental Planning at University College, Dublin, hosted a symposium on planning for states and nation states. The Symposium brought together scholars and practitioners to explore similarities and differences between plans and planning frameworks at the state level in the United States and at the nation-state level in Europe. Twelve papers were presented and discussed, including papers on Oregon, Maryland, California, New Jersey, and Delaware from the United States and papers on Ireland, Great Britain, France, The Netherlands, and Denmark in Europe. Central issues addressed by each each of the papers were horizontal and vertical integration, regulations and incentives, and the proper treatment of geographic scale. In the proposed panel, authors and discussants of papers presented at the symposium will discuss the general themes raised at the symposium and highlight the insights provided by such a transatlantic dialog.

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SESSION 10-2 Understanding Urban Growth and Shrinkage Patterns

Differing Models of Exurbia and Peri-Urban Development in London and Curitiba: Similar or Dissimilar (Un)sustainable Development Results?

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Keywords: exurbia, peri-urban development, sprawl, sustainable development, urban growth

Both London (UK) and Curitiba (Brazil) have often been hailed for their sustainable planning and practices. However, when one focuses on their growing exurbias, these cities display common trends of sprawling and car-dependent developments (Pain, K., Hall, P. and Potts, G., 2006, & Moura and Firkowski 2009). The models of exurban development in these two cities are quite different reflecting their developing economy status.

This paper provides a comparative analysis between exurbia in London and Curitiba. First, it sets the context of the two cities' exurbias by describing socio-demographic characteristics and planning regimes at the municipal and metropolitan levels. Then, it discusses past trends and future projections by analysing land use changes, density levels, zoning, transport systems, and measured or estimated levels of energy consumption and CO2 emissions. Finally, it discusses the differences and similarities between the two cases and suggests that despite their different historical trajectories of urban development, economic status, and socio-spatial characteristics, exurban development around these two cities yield similar (un)sustainable outcomes.

In particular, the comparative analysis presented in this paper provides insights about the global and local forces that shape the spatial configuration of cities. Although attention is given to the context-specific determinants of policy making and planning, both processes and outcomes are not exclusive of these two cities (Ewing 1994).

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Edgeless and Eccentric Cities or New Peripheries?

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Keywords: centralities, urbanization, spatial arrangements, Brazil

Changes in the organization of social space, set in motion by the third industrial revolution, affected the spatial distribution of production and population, challenging established conceptions of centralities and urban networks at different scales. Temporal continuities and simultaneities are replacing spatial ones, as urban agglomerations expand in scattered ways. Material and immaterial economic flows are followed by economic and political spatial rearrangements (Harvey, 2001). Eccentric centralities outside urban agglomerations emerge as a result of these spatial movements. The concept of center-periphery used to be essential to distinguish differences, inequalities and asymmetries in social space, but contemporary urban and metropolitan sprawl defies previous center-periphery correlations.

Our goal is to discuss the changing notion of centralities within contemporary urbanization, supported by some empirical evidence from Brazil. Hence following a theoretical approach on centralities, poles and positioning, different spatial contexts are explored in two steps (Bourdeau-Lepage and Huriot, 2005; Sheppard, 2002). The first one comprises a general approach to former past cases, in order to enhance their differences and communalities. The second is a closer look to the Metropolitan Region of Belo Horizonte that outstandingly is now experiencing increasing spatial dispersion of economic activities, population and political power against an historical backdrop of strong center-periphery relationships. On one hand such processes are the outcome of decades of State intervention in economic infrastructure to support new productive activities. On the other hand, following the tracks opened by public investment, real estate is investing in business, tourism, culture and education. Alongside pressure increases on the periphery as land is claimed both for agricultural use and by large-scale mining companies with their private territorial policies. Such competition over space contributes to redefine new centralities, blur metropolitan boundaries mixing together public intervention, private urbanization, economic activities and spontaneous occupation, with social and environmental impacts yet to be assessed.

Finally the paper discusses how those cases, as different spatial outcomes of the same process, may help us understand the challenges posed to planning in a context of economic articulation with more general global process, and socio-environmental and political requirement usually prevailing at local/metropolitan level.

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The Chinese CBD (post 2000) – Transitional, Compromised or a New Phenomenon?

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Keywords: Central Business District, China, globalization

The Central Business District figured prominently in Chinese urban plans from the mid-1990s, undergoing rapid physical growth after 2000 in a handful of cities—Beijing, Shanghai, Shenzhen and Guangzhou. More than 200 other CBDs have been announced in master plans in other first- and second-order cities, with some in early stages of development. Cities see the promotion of the CBD as essential in the transition to the post-industrial economy. Local governments have invested heavily in these spaces with new mass rapid transit, new public buildings, open spaces, and signature architecture. They are seen as infrastructural projects and not market-driven, although state-owned companies and private investors have followed the state in the development process.

After ten years of development, it is time to consider the results of these Herculean efforts. Are we witnessing a space recognizable as a CBD, not yet hosting the activities traditionally associated with CBDs in the West, but in the process of making the transition to the informational economy? How do these new central spaces measure up against Western cases, in light of the literature? Given the substantial differences in development process between Western and Chinese examples, land use mix, and the occupancies of the new office space, are we witnessing a new phenomenon in central area development?

The research begins with a brief overview of the major characteristics of the CBDs and the efforts of the local governments to create a distinctive central space in the context of growing inter-city competition and globalization. Secondly, the internal characteristics of the space are examined—communication networks, range and location of services, housing for highly skilled workers, adaptability of buildings for future economic transition, and the relationships between central and surrounding space. Thirdly, the new challenges faced by these CBDs that were not addressed in the extremely rapid build-up over the first decade of development are considered.

Strong emphasis on representational aspects has had direct negative impact on internal communications, a problem now being addressed. Many buildings are expensive to build and maintain, yet lower order uses tend to dominate. Services have been neglected, along with housing for the managerial and technical class. More positively, the CBD is increasingly accessible from the urban region. The compact form may lend itself well to future retrofits for walkability. Regional scale hierarchy is emerging in CBDs, strengthening the power of regional growth poles nationally and internationally.

We need to revisit the classical models of CBD development in light of the Chinese ongoing experience. We also need to understand these planning efforts as a central feature of the cities' drive for modernization and globalization.

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Development or Displacement in India? A Preliminary Appraisal of JnNURM

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Keywords: development, displacement, India

The Jawarlalal Nehru National Urban Renewal Mission is a program initiated in 2005 and administered by the Indian Ministry of Urban Development with the intent to fast-track urban development in select Indian cities. The projects under this program focus on urban infrastructure and the delivery of urban services in 65 cities. The impetus for this initiative was the projected growth of urban areas in India and the recognition that the implementation of urban infrastructure requires government intervention. This paper assesses the projects implemented with JnNURM funds since the inception of the program to evaluate their performance. Recent critics have argued that several projects funded by JnNURM have caused displacement of fragile communities, which would amount to displacement of the poor funded by the national government. Another criticism of this unique program is that it has increased inequality within and among the cities because fund allocation is not need-based, but rather populist in nature. For instance, poor and backward urban cities are considered to be grossly neglected in terms of amount and project sanctions. Our theoretical framework is based on development and displacement literature. We first look at fund allocation distribution to determine the percentages of resources that are being designated to transportation, housing, environmental, and other types of projects. Within each of these categories, we assess the benefit of such projects to the different socio-economic cohorts of population by measuring the demonstrable outcome utilizing difference-in-difference analysis. A more in-depth analysis will target sub-groups of cities based on regional location and socio-economic status. To have a more representative sample, we include several cities in each region of India and every sub-group represents each of the socio-economic levels. JnNURM is the largest program for urban change in the history of India and thus will require medium and long-term evaluations to allow for a thorough appraisal of this unprecedented initiative; however, a preliminary appraisal may generate recommendations for more efficient and equitable use of future resource allocations.

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SESSION 10-3 Scales of Resilience and Intervention

Weaving the Built Environment: Social infrastructure networks enhancing urban equity, social inclusion and community resilience. A comparative analysis of the last decade development processes among the main Colombian cities.

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Keywords: social infrastructure networks, equity, inclusion, resilience, Colombian cities.

The physical growing process of the built environment has continued during the last 60 years all over the Latin American context, attracting rural communities and farmers to the largest urban agglomerations. Today mostly 80% of the continent population is living in cities, and the urbanization trend seems to follow the same tendency during the present decade (ONU-HABITAT 2012):

Although this urbanization race has triggered economic, social and environmental impacts in almost all the continent countries, still has not effectively contributed to the improvement of living conditions, poverty reduction and socio-spatial inclusion as long as urban disparity indicators still place Latin America as one of the most unequal regions in the world.

Nevertheless, evidences from Bogota, Medellin and Cali, the three main Colombian cities, show that social infrastructure systems renovation and networking might be effective in achieving social and spatial inclusion for the lowest income communities, enhancing their urban and social resilience (Capacity to reduce, adjust and mitigate social, physical and environmental vulnerability) as well as to promoting a more equitable built environment. According to Stoll & Lloyd (2010) *“Multi-performative infrastructure – where (planners and) architects organize multiple functions in composite networks – can produce long-term savings that avoid redundancy. Collecting multiple infrastructure systems while also responding to local, social aesthetic, and ecological conditions produces resilient forms of urbanism that are appropriate for the given conditions”*.

Thus the following comparative review aims to discuss how inter-trans disciplinary articulated and inclusive planning approaches might lead to cooperative and networked resilient built environments through contrasting the development process seen in these three cities, as well as their inter-regional cooperation, during the period 2000-2009, mostly based on the articulation of three complementary infrastructure branches: Mobility and transportation structured on the implementation of BRT systems; Education with the new construction and renovation of public school and library facilities; and Environment due to the reconstruction of public spaces as squares parks, bicycle paths, sidewalks and boulevards

Building Resilience: Finding the Right Scale of Intervention, and the Need to Unblind Supranational Organizations' Global Policies

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Keywords: Cross-regional Cooperation, Resilience, Place Specific Solutions

Along with the European Union initiatives, several supranational and regional organizations are competing to bring together spatially and non-spatially linked regions and cities through different framework agreements and projects' setups. In general, such organizations employ a standardized discourse compelling somehow national/local institutions to adopt and adapt to universal or Regional Agendas following a preconceived modus operandi sometimes prioritizing the global over the local, while paradoxically advocating for local empowerment. In such setups, it is important to notice the rescaled role of the state which is sometimes deliberately bypassed and substituted with direct connections to specific cities, leading to direct partnerships away from the traditional state hegemony and control. The resulting outcomes are a complex pattern of overlapping governance systems and a patchwork of organizational structures and actors thriving within fuzzy spatial and institutional boundaries, and sometimes competing to achieve mismatching agendas.

My hypothesis is that although in an increasingly interconnected world where different nations/cities share the same space and networks (i.e. Mediterranean Basin), and abide by the laws and protocols of the same international organizations (UNESCO, Barcelona agreement, etc...) embarking therefore on joint cross-border initiatives to resolve common spatial (and non spatial) related issues, both the local and macro regional socio-cultural and political contexts and characteristics remain key factors in shaping processes and outcomes. Indeed, such contexts can inform the general behaviors and approaches in terms of setting priorities and policies, and may substantially frame the choice of transnational arrangements, therefore tending towards adopting place-specific solutions rather than "spatially blind policies" (Gill 2010). This is true when it comes to devising spatial planning policies as well as tackling resilience issues which are somehow informed by both local and regional considerations.

It is mainly these setups, and the logics behind the transnational organizations' employed discourses that this research paper will attend to understand by analyzing specific framework agreements and cross-regional initiatives around the Mediterranean Basin, not to demonize the ongoing processes but to try to scrutinize and reason the rationale of such supranational interventions and analyze their effects on the National and local institutional landscape. The paper will also try to depict success stories and failures of these global approaches in attending to the local needs while simultaneously attempting to tackle problems of a larger scale, knowing that both kinds of results might somehow be rooted to a problem definition of scale, boundaries and the roles each stakeholder is hoping to play within.

Finally this research intends to enrich planning education and practice trying to understand the expanded role of planners that operate and engage in such cross-border initiatives.

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Intra-regional Competition in the Greater Tokyo Area – The Price of a Seat at the Global City Table

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Keywords: global city, urban development, investment incentives.

Tokyo was identified in Sassen's (1991) seminal work *The Global City – New York, London, Tokyo* as one of the top three economic command centres of the global economy. Global city has since become very much a part of planning discourse and seen as an extension or manifestation of the global economic order. Physically, these cities are characterised by their iconic buildings and 'world class' and 'global' development projects. Global cities – both those already established and those aspiring to attain the status also seek to host 'world class' sport and cultural events.

There is little doubt that Tokyo has successfully competed to attract global capital and investment as it confirmed its place in the global hierarchy. But the Greater Tokyo region is not a single political entity but rather a trans-agglomeration of a number of different prefectural governments containing over a hundred local governments. In recent years there has been a push by the different prefectural and city governments within and around Tokyo to attract a share of *The Global City* benefits through a combination of strategies. Some of these attraction strategies offer a variety of financial incentives for companies to relocate in areas that the prefectural and/or local government has earmarked for (re)development. These proposed new development areas are touted as "world class" developments. At the same time, these prefectural/ city governments also seek to attract high profile events by providing various incentives and facilities.

The paper seeks to explain the range of strategies currently employed by various prefectural/ city governments within and around Tokyo to get a slice of the global city action. It seeks to explain how these strategies may be influenced by existing examples of 'global' projects that have eventuated over the past decades. It will thus focus on examining two major developments labelled as 'global projects' (e.g. by Marshall 2003), namely, Odaiba in Tokyo and Minato Mirai 21 in Yokohama. It will describe and compare the financial incentives that each project employs to attract global capital and how they use global events such as the APEC summit and Olympic bids to promote the areas. It will also explore the role of Japan's Federal Government in this intra-regional competition for global city benefits.

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SESSION 10-4 The Challenges and Impacts of Building Transportation Infrastructure

It's all in the framing- Bus Rapid Transit Traveling from Bogota, Colombia to China

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Keywords: knowledge transfer, Bus Rapid Transit, China

Why has Bus Rapid Transit (BRT) largely been a failure in China? With high-densities, high public transit use and less central government funding, city governments should have embraced BRT. Yet, cities throughout China have had lackluster results with BRT. This paper focuses on how planners in two cities –Jinan, Shandong and Kunming, Yunnan—attempted to incorporate BRT into their transportation systems. Their distinctive approaches are linked to their framing of public transportation and have led to differences in how their transportation systems operate. This research argues that their respective learning processes combined with each city's planning culture influenced the way they incorporated BRT into their respective systems. Kunming planners' framed public transit as the backbone of their system, which came out of a long-term sister-city relationship and technical exchange with Zurich, Switzerland. In contrast, Jinan's learning and pace were far more rapid and resulted in the BRT being closely linked to its main proponent, with little interagency collaboration, despite having technical support from international experts who designed and worked on Bogota's Transmilenio.

This research complicates a common misconception that the key to getting sustainable transportation policies launched in China is municipal leadership buy-in. It is framed by theories that address organizational behavior (Thompson, 2003), planning under uncertainty (Christensen, 1985) and lesson learning (Dolowitz and Marsh, 1996, 2000). In truth, leadership support is only one element. Interagency collaboration, technical capacity, and timing all play just as crucial a role in the success of projects. In addition, this research illustrates the types of negotiations that occur across agencies and the difficulties of transplanting western planning concepts in China even with top leadership support. As Chinese governments seek new solutions to increase public transit use, insight from this research can expand our views of planning within a top-down government.

This research utilized qualitative methods, including participant observation, as the author was closely involved with Jinan's BRT project at varying stages. The author's observations and extensive interviews were verified with a number of sources including historical documents and outside reviewers to ensure cultural differences did not impede the author's understanding of specific events.

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Strangers in a Box: the Bus as Contested Space in Abu Dhabi

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Keywords: bus, Abu Dhabi, public realm

Governments in the rapidly-growing megacities of the Arabian Gulf are looking towards public transport to address problems of air quality, traffic congestion, parking and increasing commuting times from the suburbs. Public transport is also being seen as a key component of sustainability and the much-desired world city status. In Abu Dhabi, capital of the United Arab Emirates, the bus system has been upgraded with state-of-the-art facilities, and a light rail system is in the plan for the year 2030. Some peculiar social, demographic and cultural factors, however, hinder the success of the bus system.

As per 2008 statistics, only 1% of the trips in UAE were made using public transport. In Abu Dhabi, the neglect of a well-connected bus system, by a vast majority of the residents, reflects society's fears and prejudices. Buses are shunned not only by Emirati nationals, but also by foreigners, many of whom have lived most of their lives in countries where public transport is a popular choice. Besides valid concerns over safety (particularly of women), there are other less legitimate anxieties regarding the 'other'. The 'Surface Transport Master Plan' prepared by the Department of Transport suggests that public transport is not an attractive option because of flaws in design and management. This view, however, avoids difficult questions regarding the cultural biases against public transit, and social relations between economic classes (further complicated by correlations between wealth and ethnicity).

Very few studies (for example Currie and Stanley, 2008) have explored the social character of buses. This paper analyzes buses as a contested space and a microcosm of the social challenges facing planning. The paper investigates the reasons why people are hesitant to use buses in Abu Dhabi. We report findings from a survey of young people (age<30) in the city, who do not ride buses, regarding their opinions on public transport. Further, we conduct in-depth interviews with a sample of bus riders, and also several key informants working for public sector agencies in Abu Dhabi. We conclude with some thoughts on the *nature of the planning problem* that is the Abu Dhabi bus system.

If the city is to develop a successful bus system it must confront the issues of exclusion and mistrust that are endemic to its public realm. And the "public realm", in this context, is to be understood broadly as all arenas of public life, and not just magnificent projects of urban design.

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Developing Trans-European Railway Corridors: Lessons from the CODE24 Project

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Keywords: high-speed train, rail freight, Trans-European transport network

This paper discusses key issues in the railway corridor development in the context of Trans-European Transport Network (TEN-T). The benefits of promoting a modal shift from road and air to rail has been widely recognised in terms of reducing pollution and congestion caused by long distance road freight transportation and air travel. Recent EU White Paper emphasised the improvement of rail and water based freight routes linking with main ports (CEC, 2011). Also EU's commitment to developing High-speed train (HST) corridors has been announced based on a key policy instrument, the Trans-European Transport Network (TEN-T) programme (CEC, 2010). Despite the European policy supports the increase of capacity in freight and HST services, many parts of European railway networks have been facing difficulties in coordinating the increasing number of passenger (long-distance and regional) and freight services. Overcoming the interoperability in the cross-border context (CEC, 2010) and the shortage of financial resources are some of the issues to be tackled. Previous research predominantly focused on examining HST operation and rail freight traffic within a national context. Further research is therefore required to identify the complexity of upgrading mixed-use railway networks to meet new standards of both quality and flexibility of integrated rail service development in a trans-national platform.

Under the TEN-T Programme 18 priority railway corridors have been identified. One of the 18 projects is the trans-European railway axis connecting the ports of Rotterdam and Genoa through five European countries. The Interreg project CODE24, promoted by regional authorities, research institutes, infrastructure and logistic companies along the corridor, has identified several capacity bottlenecks in coordinating passenger and freight services which share the same railway tracks on a majority of routes. The CODE24 project has identified the importance of speed and punctuality of long distance passenger traffic by a coordinated spatial and infrastructure development. For example, an integrated timetable for passenger and freight rail services is essential in integrating spatial planning into the cross-national transport corridor (Scholl, 2012).

This paper examines prospects and obstacles to developing mixed-use railway networks in the trans-European context with reference to relevant literature and some results from the CODE24 project. A series of collaborative workshops has been organised to discuss with stakeholder groups along the railway corridor and preliminary findings from the workshops will be presented.

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Issues and Perspectives of Transboundary EIA

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Keywords: EIA, cooperation, transboundary

This contribution is on the cooperation of European countries in environmental protection and precautions related to the planning and approval of projects with likely adverse transboundary impacts on the environment.

Not only the European Union's member states but almost all European countries agreed by the Espoo Convention to cooperate when environmental impacts of a certain project or activity are anticipated by one or more neighbouring countries. Furthermore, this cooperative approach has been introduced into European Communities' and national environmental law meanwhile.

Despite this legal framework was implemented across European countries, there is evidence that transboundary EIA in practice is differently handled than intended. Observations of both, the cooperation procedure itself as well as the planning output suggest that this kind of cooperation is primarily influenced by other factors than legal provisions:

- The kind of the project, its shape, dimensions and technical specifications,
- the anticipated environmental impacts,
- the public appreciation and perception of the project,
- existing bilateral formal and informal agreements and
- the tradition and experience with bilateral cooperation.

Actually, only few research gives insight into this specific field of planning. To close this gap and to broaden the knowledge on the rationale of both, 'successful' and 'failed' transboundary EIAs, the research presented in this paper was initiated. Furthermore, the work aims to give advice to planning practitioners on how to improve transboundary EIA.

To conduct a detailed analysis this approach incorporates all bilateral relationships between Germany and its immediate neighbours: Poland, Czech Republic, Austria, Switzerland, France, Luxemburg, Belgium, The Netherlands and Denmark. Besides theoretical analysis, a case study covers each bilateral relationship at least twice, resulting in a total of 18 single case studies. The types of projects represent a wide variety, covering roads, railways or airports as well as electricity power plants and nuclear waste facilities. Essentially, each case study is based not only on the procedure documents but also on two structured interviews with planning professionals, that were involved either as representative of the party of origin or of the concerned party.

Making Connections and Building Bridges: Improving the Bi-national Planning Process

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Keywords: Canada-U.S., border infrastructure, bi-national planning

Creating an efficient and integrated continental transportation system that supports the movement of goods between Canada and the United States is essential to the economies of both countries. However, more than twenty years after the passage of the Canada-U.S Free Trade Act and many agreements and accords later, inefficient connectivity, congestion and delays still plague many transborder corridors. Recent attempts to improve this situation involving several proposed new bridge projects have either been halted or significantly delayed over the last decade. This paper will explore, review and critically examine the bi-national planning process that has been followed in an attempt to build a new bridge across the Detroit River, known as the Detroit River International Crossing (DRIC) project. Case study methodology will be utilized including the examination of reports and studies produced by the DRIC partnership, as well as on-site observations, local media reports, and interviews with participants and decision-makers. Examination of this case should help to identify what worked, what did not work and thus based upon these findings propose recommendations of how to improve the process in the future. The ultimate objective of this research is to develop a “model” planning process that will facilitate and streamline the implementation of these bi-national infrastructure projects in the future.

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SESSION 10-5 Knowledge and Policy Transfers

Policy Transfer in Territorial Governance: The European Case

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Keywords: policy transfer, territorial governance, spatial planning, european union

Several authors have argued the high degree of complexity that characterizes the field of policy transfer, attributing it to the lack of universal models and to the significant number of variables at stake (Dolowitz & Marsh, 2000). This is particularly true when it comes to transferability in the field of territorial governance, which is not a policy *per se*, but the result of a complex process integrating several policies.

Aiming at shedding some light upon this matter, the proposed contribution takes the case of the European Union (EU) and develops an analytical model that may be of some value in conceptually framing the process of policy transfer in the domain of territorial governance. This model is being adopted within the framework of the ongoing ESPON project TANGO – *Territorial approaches for New Governance* (ESPON, 2012), on the basis of previous reflections concerning the Europeanization of spatial planning (Cotella and Janin Rivolin, 2010). It is pivoted on the hypothesis that the specific process of ‘institutionalization’ occurring currently in the EU and involving spatial planning (Böhme & Waterhout, 2008) allows a wider framework for analyzing opportunities and barriers for policy transfer in territorial governance. In other words, focusing the attention on territorial governance in the EU, directions and problems of policy transfer can be scrutinized in an institutional context in which “the apparatus of policy diffusion and development has transnationalised in such a profound and irreversible way as to render anachronistic the notion of independent, ‘domestic’ decision-making” (Peck, 2011: 774).

In this light, the proposed model is helpful in conceptualizing distinct ‘modes’ of policy transfer, explaining as many ways through which a certain (good) practice in a given domestic context can reach others that may apply it. These modes (namely *structural*, *instrumental* and *dialogic*) are presented *vis-a-vis* current theoretical discussions in the field of policy transfer, and characterized in accordance to (i) what is or can be transferred, (ii) how and (iii) from who to whom.

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Addis Ababa: How Protocols of Development Cooperation Impede Urban Resilience

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Keywords: urban transformation, development cooperation, Addis Ababa,

The proposed paper derives from the author's ongoing dissertation (working title: 'Development at all cost – how foreign doctrines run urban and rural transformation: case study Ethiopia'). Three case studies in and around Addis Ababa –representing major development projects by the Ethiopian government – are investigated: The first examines a housing project supported by the German development agency GIZ, the second investigates updates for the transportation network built by Chinese companies, and the third explores how private companies transform agricultural frameworks for flower production. The dissertation aims towards a critical understanding of interrelations between the case studies' spatial configurations and the respective combinations of local and foreign actors, economic mechanisms, and modes of cooperation.

The paper's objective is to integrate the conference's focus on resilience into the research's conclusions to date. Even though questions regarding resilience are not explicitly mentioned as part of the research, resilience is an implicit part of the urban issues observed in one of the fastest growing cities in Africa. The dissertation's general analytical framework is set up by the three dialectical pairs 'local–global', 'public–private' and 'procedure–quality'. These pairs originate from selected statements made in the concluding section of the 2009 UN-Habitat *Global Report on Human Settlements: Planning Sustainable Cities*. The report addresses following problems regarding spatial results of planning processes in developing countries: First, even though many projects are declared as cooperation, foreign concepts are omnipresent. Second, the notion that a combination of privatization and free-market policies can replace a significant amount of responsibilities of the public sector is evaluated as problematic in many places. Third, the emphasis on quantitative issues, has often favored procedural aspects over spatial and social qualities.

Using the mentioned dialectical pairs, the case studies are analyzed along the following hypothesis: in order to establish sustainable and resilient processes and spatial results, planning approaches, which are able to productively balance these opposite positions, should be favored. So far, the conclusions indicate that, by these standards, the observed cases are mostly unbalanced indeed. This is reflected, among other things, in rather inflexible financing systems, rigid modes of cooperation, and ultimately results in gridlocked built typologies: the opposite of a notion for resilient systems. On this basis, the paper intends to contemplate on alternative approaches that potentially can erode such rigid systems, and could therefore expand the margins of urban resilience.

The Changing Role of States in Urban Growth Management: Reflections from Maryland and Finland

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Keywords: sustainable growth management, spatial planning, smart growth, Maryland, Finland

Urban growth and especially related suburban development have brought the issue of *urban growth management* to the table in many countries and cities around the world, yet the means of managing this growth vary substantially between diverse areas. In the US, 'smart growth' is often related to 'hard' planning measures that often arise from state and local level dealing with concrete management of growth in physical land use planning. In Europe, instead, the European Union (EU) has been a strong actor in determining the vocabulary for spatial development, and interregional cross-border cooperation and 'soft' planning spaces have been promoted as means to bring European regions closer and balance development between the member states and regions.

The Smart Growth initiative in Maryland in the US has focused on directing growth to the *priority funding areas* (PFAs) through diverse incentives that support growth in areas near existing infrastructure. In Finland, instead, *regional development zones* (RDZs) have been presented in several national and regional development strategies as potential tools to execute the EU's goals related to economically, socially and environmentally sustainable spatial structure. So far, however, RDZs have mostly functioned as frames for interregional cooperation without significant impact on directing urban growth. Also in Maryland, the experiences related to PFAs have fallen short of expectations (Lewis et al. 2009).

This paper is part of a larger comparative research project that studies the differences between the North American and European planning cultures. Here, the focus is on growth management approaches in Maryland and Finland. The aim is to critically explore the Finnish perspective to urban growth management by discussing Maryland's Smart Growth initiative and focusing attention on some key questions related to experiences in the US. The emphasis on monetary incentives in Maryland is something that has not been considered much in the European spatial planning; instead, in Europe, actors are urged to promote interregional cooperation to enhance common land use planning.

This research contributes to the international discussions on sustainable spatial planning as it critically discusses different means to manage growth in the EU and the US. The questions related to state-led planning, democracy and the concrete means to direct urban growth are discussed as planners in different cultures have different collective attitudes and ideas regarding planning and the role that it should have in a society (Healey 2011). Research material consists of planning documents and interviews at various scales of planning.

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The Transferability of Urban Design Principles: From West to East?

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Keywords: universal urban planning principles, China, 'Western' influences on the 'East'

The existence of universal spatial planning principles tends to be assumed or overlooked. This exploratory pilot project seeks to identify candidate principles and test the acceptability of these within China. The aim of this research is to develop a better understanding of the perceived applicability of urban planning principles to a Chinese context.

Comparative indices such as Charles Landry's *Creative City Index* (Landry, 2008) assume a set of principles to compare and contrast cities across the globe. There are seminal works developing principles such as Bentley et al.'s *Responsive Environments* and Alexander's *A Pattern Language*, which have also been used globally. Seldom, it would seem, has research focused on the cultural limitations of these approaches.

The significance of the proposed study resides in its potential for fruitful clarification of dialogue. The assumption of, or commitment to, universal principles may reflect either (a) a fact (that there really are universals) or (b) an unhelpful didacticism on the part of 'European' designers. The insistence on putatively universal spatial planning principles may simply frustrate and create conflict. The value of clarifying perspectives on both sides consists in its potential to provide designers with a shared basis when designing internationally, thereby increasing the efficiency and effectiveness of the process.

This research views the literature to develop a set of candidate 'universal principles', which will be tested with built environment professionals both within and outside of China, using a Q-Methodology approach. Lastly, findings will be presented back to participants and other urban commentators for peer review before developing a final analysis of the discourse.

The ideal is for similar studies to be conducted, in future, to track changes in views over time.

The proposed pilot focuses on China, but the implications are potentially far reaching – any modernizing, city building nation would benefit from considering its position on when it should draw on exemplars from overseas and when it should not.

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SESSION 10-6 Learning Environments and Policy Flows in Urban Planning and Growth

A Policy on the Move? Spatial Planning in the Post-Devolutionary UK and Ireland

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Keywords spatial planning, devolution, policy transfer, policy communities, mobilities

In this paper, we present emerging results from our on-going research about the sharing of policy concerned with spatial planning amongst the administrations of the post-devolutionary British Isles. Planning is a fully devolved function and over the last decade there has been a concerted process of 'planning reform' implemented by all the administrations. This has included a move from 'land-use' to 'spatial planning' (Haughton et al., 2010; Nadin, 2007). Spatial planning 'goes beyond' traditional land-use planning by integrating policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. The concept emerged from European practice.

Despite some expectations of, and pressure for, policy divergence post-devolution we draw on findings of discourse analysis to demonstrate how there are common framings and understandings of the concept of 'spatial planning' present in the policy documents of all four UK administrations, and the Republic of Ireland. This can be seen particularly with the rapid emergence of somewhat similar national spatial plans for Ireland, Northern Ireland, Scotland and Wales. As such, we conceptualize spatial planning as a what, after Peck and Theodore (2010) we might consider a 'policy on the move'.

This then raises issues about the mechanisms and processes and pressures which have seen spatial planning adopted so readily by policy communities across these different administrations. We conclude by considering the role of the European Union, path dependency issues, professional communities and networks and the potential role of the British-Irish Council's workstream on spatial planning, whose officials may act as key 'transfer agents' (after McCann, 2011).

Recent scholarship on policy communities and policy mobilities is thus used to help us consider how flows of critical knowledge on planning theory and action crosses borders.

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Globalizing Sustainable Urbanism: The Role of Design Professionals

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Keywords: sustainable urbanism, eco-city, global intelligence corps

How do you design a new sustainable city from scratch? A growing number of urban development projects, marketing themselves as sustainable or “eco” cities purport to have the answer. This paper examines the industry behind the plans, designs and strategies which guide the development of such sustainable urban projects. While these projects are appearing in a diverse array of locations around the world, they are largely conceived and designed by a small, elite international group of architecture, engineering and planning firms practitioners which Olds (2001) has labelled the Global Intelligence Corps (GIC). The paper draws on research into this industry and its impact on the international dissemination of ideas in sustainable urban planning and design. In doing so, the paper builds on recent research into the internationalization of architectural practices (Faulconbridge, 2009; McNeill, 2009) as well as the recent work in geography on the mobility of urban policy and planning ideas and the “worlding” strategies of cities (Peck, 2011; Roy & Ong, 2011; McCann & Ward, 2011).

The paper examines the contemporary drivers of the demand for international expertise in sustainable urban planning and design, which include enhanced professional reputations and satisfaction for designers and branding benefits for clients with a desire to be seen as modern and “global”. It then considers the extent to which the work of the GIC is leading to a convergence in international understandings of what constitutes good sustainable urban planning and design. It argues that the GIC and the plans they develop are playing a significant role in shaping such understandings, however the way in which these ideas are actually taken up in material form is strongly influenced by the demands and priorities of their international clients.

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Mainstreaming Integrated Policies vs Local Responses

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Keywords: EU cohesion policy, integration, urban regeneration

The mainstreaming of the urban dimension of European Regional Development Fund (ERDF) in the latest Cohesion Policy 2007-2013 influenced and shaped urban policies of European cities confronted with raising global and local inequalities in social, environmental and economic aspects. In particular, the ideal of territorial cohesion in Europe is seen as solution for containing market failures and growing societal problems. For the urban dimension, this means that the concept of integrated sustainable development of cities is fundamental to achieve the fulfilment a cohesive Europe.

However, some scholars assert that the principles of territorial cohesion may also function as “an empty vessel into which the preoccupations of contemporary public policy were poured” (Robinson 2005: 1415) whose meaning “juxtaposes the language of efficiency and deregulation with the discourse of solidarity and integration.” (Levitas 1996).

Based on the theories that see cohesion as problematique (Novy, Swiatek, Moolaert 2012) this paper looks at how cities responded in practice to the urban dimension of Cohesion Policy.

The goal of this paper is to provide ground for reflection on how urban regeneration strategies are reciprocally influenced by the refrain of often plastic conceptualization of integration, cohesion and growth. I argue that the vagueness of these concepts as deployed and spread under the guidance of the EU simultaneously fosters both progressive and reformist tendencies of encouraging top-down citizens participation and neoliberal tendencies of urban entrepreneurialism. These tendencies interact in a common framework based on consensus, which is flexible enough to be adjustable for all Member States. Through policy mobility, this transnational framework supports relations of dependencies at different governing and geographical scales in which it is difficult to disentangle reciprocal influences. In particular I delineate three different modalities of interdependencies among EU urban policies ideals and national discourses characterized by institutional isomorphism, the absorption of EU ideals into existing policy structures and the rejection of EU dominance into national discourses.

Based on the EU documents and a research commissioned by EU DG regio on 50 urban practices financed with ERDF, this paper analyses how selected EU cities understood, interpreted and deployed the concept of cohesion and integration of urban policies on the ground. It question the geometries of actors involved, the governance mechanism at play, providing a reflection on what are the costs, advantages and limits of this integration policies credo.

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Creating a Learning Environment: Exploring the Value of ‘Proximate-Peer Learning’ for Urban Development in Mozambique

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Keywords: Learning, South-South Cooperation, Mozambique

Much of development practice in the urban sphere and beyond has been geared toward creating ‘enabling environments’ for housing markets, for entrepreneurship and job creation, for basic services, and even for civic engagement. The literature on enabling environments concentrates on getting the right balance of regulations, legislation, sector-specific policies to foster progress in various political and economic institutions and among different development stakeholders. However, an environment that ‘enables’ also presumes a set of ‘ready’ actors able to leverage those environments. The literature about creating enabling environments in various development sub-specialties does not focus on how different actors *become* ‘ready’. Instead, development scholars interested in the ‘becoming ready’ question have focused on issues like technology adaptation and spill-overs, industrial policy, education policy, or even the role of social movements in awakening stakeholders to different development opportunities.

More recently, a few scholars in economics and law have begun to focus attention on how the process of learning itself can be positioned more centrally in development policy across public administration and specific sectors, rather than solely applying it within the now traditional enquiries of industrial development or technology transfer, for example. Sabel and Reddy (2007), and more recently Nobel laureate Joseph Stiglitz (2013) have highlighted, through different lenses, that ‘learning to learn’ at the individual and collective levels is equally important if not more so to development prospects. This newfound focus on learning is not really new to the development debate. However, the centrality of its placement, particularly within economics, is a mark that development debates have perhaps come around to the arguments best forwarded by critical pedagogists like Paulo Freire (1968) several decades ago. Freire’s focus on learning and his exploration of how power dynamics in a learning environment shape learning itself have been popularly referenced but seldom applied to development policy or ‘expert’ discourses on development theory.

This paper proffers to use Freire’s framework of exploring how powered relationships reflect learning capacities in the sphere of urban development. The major interest here is in the discernment of what might be intrinsically valuable characteristics of South-South Cooperation (SSC) initiatives for policy and planning ‘learning’ in urban development. I hypothesize that ‘proximate-peer’ learning offers particular value in enabling a learning environment for urban development because the nearness of relative peers’ policy and planning challenges encourages experimentation and adaptation instead of policy/planning prescription and criteria-based adoption in the development learning environment. The paper reviews the validity of this hypothesis through an in-depth case study of the institutional design and stakeholder composition of two SSCs currently active in the capital city of Maputo, Mozambique: one on slum upgrading and another on vocational training.

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Global Challenges – Local Responses: Strategies, Instruments and Tools of European Municipalities towards Urban Resilience

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Keywords: municipalities, urban resilience, green infrastructure modules

Urban areas and regions face multiple global challenges, for example in relation to climate change adaptation and mitigation, natural resources shortage, and unsustainable urban growth. The concept of urban resilience is increasingly discussed as a response to these challenges. However, too often this concept remains a “buzzword” in the academic discourse and is only weakly implemented in practice. Municipalities are uniquely placed to foster the implementation of strategies, instruments and tools towards urban resilience. However, up to now few cities or regions have embraced the concept of resilience and the engagement of communities is still underdeveloped. The EU FP7 project “TURAS - Transitioning towards Urban Resilience and Sustainability” aims to develop planning strategies, instruments and tools that build resilience in urban communities, working in partnership with municipalities, academic institutions, and SMEs throughout 11 European cities and regions. Based on the results of a questionnaire survey, the paper explores how the municipalities of the TURAS project are prepared to manage the impacts of global challenges and which gaps and weaknesses still exist. Furthermore, the paper will present an example of best practice in the German region of Stuttgart that uses “green infrastructure modules” in order to reduce heat island effects and thereby to support the quality of life in urban areas and cities.

The paper will illustrate that the adoption of urban resilience into municipality planning is still in its initial phase. Though diverse strategies, instruments and tools exist at local and regional level, they are often not explicitly designed and considered as contributing to urban resilience. Pilot projects and best practices form an important approach to test certain measures and to involve relevant stakeholders. As a tangible spatial structure made from green plants, the pilot project “green infrastructure modules” can help to raise awareness among the relevant stakeholders in cities and regions regarding global challenges and possible local responses.

The paper presents results from an ongoing project at the interface of research, planning practice, and business. It aims at the knowledge transfer between diverse disciplines and stakeholders in research and practice.

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SESSION 10-7 Cross-Border Transnational Cooperation and Integration

Cross-Border-Cooperation: Metropolitan Positioning of Vienna and Bratislava

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Keywords: metropolisation, networks, polycentric development

Cities – most of all capital cities in European countries – experience an increasing competition with other cities through globalization and European integration processes. In order to meet this competitive situation cities enforce the process of metropolisation and positioning through the attraction of new functions in the economic and cultural sphere and try to activate potentials of metropolitan growth on the regional level. Very often, corresponding metropolitan development is reaching far beyond city borders. In particular, the cities Bratislava and Vienna are experiencing this process in a cross-border-context, mutually influencing themselves because of their neighbourhood in a border region. Due to this challenge of positioning as a European metropolis and along with European Integration politics, since some years strategic efforts are elaborated through different cooperative endeavours on the urban regional level but also between the cities in a polycentric perspective with relevant stakeholders. (Meijers, et al., 2005)

The paper is based on the assumption that strategic discussion and cooperative endeavours over years are supporting learning processes between the different stakeholders strengthening the relational capital within this border region. (Camagni, 2009) Accordingly, this paper focusses on the outcomes of these learning processes of cooperative efforts - predominantly in terms of strategic expectations and in terms of network activities of specific stakeholders. (Otgaar et al., 2008) In order to work out these topics empirically, the experiences of stakeholders from Vienna and Bratislava region regarding polycentric development are analysed. Besides, networks between stakeholders in Bratislava and Vienna region with corresponding experiences are identified and relevant converging/diverging interests are elaborated. Empirical results and conclusions in a learning process on metropolitan positioning are drawn on the base of the findings of two recent empirical research projects (Stöger, 2012; and Giffinger, et al., 2012).

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The Idea of Cross-Border European Cities on the Polish Borderlands

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Keywords: cross-border cooperation, borderlands, double-cities

Increasing international mobility and flows of goods, ideas and people have been changing the meaning of national administrative borders. Today, especially within Schengen Area the borderlands have almost reversed their role; they are becoming frontlines of integration instead of being symbols of separation.

Central European countries, which joined EU in 2004, made significant step towards cross-border cooperation. The paper will focus on the Central European cities located on the borderlines. Before the transformation started in 1989, mutual development of neighboring but divided cities had been severely limited. Currently, there is a strong interaction between this kind of cities. Cross-border cooperation reveals also its wider, regional aspect.

Cities located in the borderlands, even separated by the state border, usually share tradition, language and culture based on the common history. They often perform as one city, but due to the political turmoil, their territory has been divided into two (or more) separate parts, which belong to different countries.

It seems that the “double-cities” separated by a national border, could create new, coherent urban structures that would operate on the basis of cross-border European city. The idea of cross-border city refers to an urban organism that consists of two or more cities, located on opposite sides of the state border, which is also the administrative border between these cities. The following characteristics should apply to cross-border European city: a compact spatial development, the common historical and ethnical background, developing cooperation between local communities and local government, lack of infrastructure barriers, no language barriers, mutual economic, achieving common goals in the physical and non-physical dimension, homogeneous cross-border strategic and planning documents.

The paper will discuss conditions, possibilities and perspectives of creating cross-border European cities on the Polish borderlines. The paper will present three case studies: Kudowa Zdrój (Poland) – Náchod (Czech Republic), Cieszyn (Poland)-Český Těšín (Czech Republic), and Zgorzelec (Poland) –Görlitz (Germany), as examples of increasing cooperation resulted in territorial cohesion of the Central European regions.

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Applicability of European Groupings of Territorial Cooperation (EGTCs) in the Transnational and Interregional Cooperation – The Example of Network-EGTCs

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Keywords: EGTC, European Territorial Cooperation, Network-EGTC

The 'European Grouping of Territorial Cooperation (EGTC)' is a new tool of European Territorial Co-operation with its own legal personality. It was introduced in the programming period 2007-2013 of the Structural Funds of the European Union. 33 EGTCs have been established until present and more EGTCs are under preparation.

The European Territorial Co-operation consists of cross-border, transnational and interregional cooperation. However most of the currently existing EGTCs belong to the cross-border type, in which the EGTC members are situated in a spatial adjacent area. So far only the members of three EGTCs have shown a longer distance among each other. Because of their spatial distances they are called 'network-EGTC'. This network type applies to the transnational respective interregional cooperation.

In this paper the applicability of the instrument EGTC in the transnational and interregional non-contiguous cooperation is discussed based on recent research of the author.

First, opinions about network-EGTCs of stakeholders that deal with EGTCs are presented. These are contrasted with a description of the practice of network-EGTCs derived from case studies. The findings lead to the derivation of differences of network-EGTCs to EGTCs established in the cross-border cooperation: Network-EGTCs show advantages to ordinary non-contiguous cooperations. However, network-EGTCs do not differ in their character as much as it had been expected from EGTCs established in the cross-border cooperation. This applies to the establishment process as well as to the fulfilment of the instrument's potentials. In general all EGTCs show discrepancies between planning and practice. Contrary to expectation network-EGTCs show only certain disadvantages but also advantages compared to EGTCs in the cross-border cooperation. At the end of this part the applicability of EGTCs in the transnational and interregional cooperation is evaluated: Based on the research results it is argued that EGTCs are applicable in the transnational and interregional cooperation when certain preconditions are fulfilled. Then they can contribute to a successful transnational and interregional cooperation. Second, recommendations for spatially non-contiguous cooperations that consider establishing an EGTC are formulated.

Third, an outlook for the future of network-EGTC is given: It is expected that more network-EGTCs will be established due to the higher experience and knowledge about network-EGTCs.

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Transnational Cooperation: Maritime Spatial Planning for Shared Maritime Space

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Keywords: maritime spatial planning, transnational cooperation, maritime governance

The EU Commission promotes transnationalism and the creation of common European space of which the island of Ireland is part (Hayward, 2004). This principle is further emphasised in European Union legislation and policy where it is stressed that transnational cooperation is needed for the effective and sustainable management of shared maritime space. Maritime Spatial Planning (MSP) is rapidly emerging within the EU. However MSP is not restricted to single state waters, it transcends political boundaries and increasingly there are more examples of transnational cooperation amongst Member States. MSP is viewed as a process which allows for greater coordination and harmonisation between existing management frameworks to address issues of fragmented governance in the maritime framework (Ehler and Douvère, 2009).

Historically, within the island of Ireland, borders have been contested and viewed in static terms, but with the emergence of transnationalism, a culture of cooperation has been created for cross border organisations, the setting and sharing of goals and the understanding of discourses (O'Dowd and McCall, 2008). In relation to fostering this culture in the island of Ireland there are well established examples of transnational cooperation from terrestrial spatial planning with cross border spatial strategies already in place. However, very little has been achieved in relation to transnational cooperation for MSP beyond information exchange. Recognising that holistic and cooperative planning responses have been well rehearsed on the terrestrial planning environment, the benefit of transnational working is clear for MSP. Kidd (2013) notes that without this type of cooperation processes risk facing duplication of effort, inefficiency and the potential for conflicting activities.

This paper explores how transnational cooperation for MSP in the shared waters of Northern Ireland and the Republic of Ireland may be implemented by examining current governance structures and identifying challenges and opportunities, particularly in relation to interface maritime area where conflict has occurred in relation to competencies and proposed development. The paper will firstly provide a detailed analysis of the characteristics of the law and policy of both maritime jurisdictions, secondly, an examination of the institutional structures for maritime governance and thirdly will reflect on the examples of how key sectors with cross jurisdictional remit, such as fisheries, aquaculture and tourism have responded to the requirements of transnational cooperation. Based on the analysis we will make recommendations for mechanisms for pursuing transnational cooperation for MSP in the island of Ireland.

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SESSION 10-8 Soft Spaces and Borders, Cooperation and Marginality

Europeanizing Territoriality – Towards Soft Spaces?

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Keywords: soft spaces, territoriality, Europeanization

This paper explores the co-existence of relational and territorial spaces – soft spaces - through the experiences of EU integration and territorialisation.

First, we seek a better understanding of EU integration through an engagement with the literature and research on soft spaces. We propose that EU integration is best understood as involving an interplay between territorial and relational understandings and approaches that vary through time, a variation that can be categorized as involving pooled territoriality, supra-territoriality and non-territoriality.

Second, we seek to add to the current research and literature on soft spaces by focusing upon the changing character of soft spaces and their *temporalities*. Some soft spaces might be very limited in time, others ‘harden’ towards strongly institutionalized forms, and others remain ‘soft’ over a long time (see, for example, Allmendinger and Haughton, 2009; Metzger and Schmitt, 2012; Stead, 2012). We approach these two dimensions through an exploration of several EU policy case studies, the development of which typically shows different stages of softening, hardening and of differing degrees of Europeanization. This reflection leads, finally, to a proposed research agenda that more thoroughly links territoriality, institutional change and power plays.

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Borders, Marginalities and Urban-centric Cross-Border Network Relations: The Case of the International Oresund Region and Its Re-bordering Effect on *Region Skåne* in Southern Sweden

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Keywords: keyword1, keyword2, keyword3

Borders and the challenges of peripherality have been a recurring theme in discussions and policies aimed at 'border regions'. They have traditionally been perceived as geographic entities on the 'edge' of a territory, be that defined politically (nation state), economically (economic distance) or geographically (physical distance associated with the notion of being unreachable). The underlying notion has been one of a largely passive spatial 'container' with cities, non-urban localities and whole regions, all embraced by such border space qualities alike. And as such they are deemed to depend on policy initiatives originating from 'outside' and 'above' to address the effects of their spatial edgeness. A typical example is the euroregions by the EU with their fixed boundaries defining designated trans-border areas, encompassing all actors within such a territory,

Yet a growing focus on cities as actors and their interconnecting networks, rather than whole contiguous regions as recipients of national and/or European policies, has changed policy perspectives and dynamics. The 'rolling back' of state intervention as part of a neo-liberal agenda, has placed cities and regions in more peripheral areas, including those along political or geographic-physical borders, 'on the spot', requiring them to seek new connections and relations in functional-economic, as well as political terms as a means to step out of their territorially-defined peripherality. While some such linkages have remained merely imagined, serving the more a symbolic purpose of demonstrating connectivity to elsewhere – such as the Baltic Sea Network, others have translated into new, 'real' physical connections and linkages, at times using substantial capital investment and considerable political will and ingenuity to raise it.

The Skåne region in southern Sweden is an example of both – new physical linkages – through the Oresund Bridge to Denmark/Copenhagen – and, related to that, projected, policy connections as descriptors of virtual policy spaces in the shape of the Øresund region. These intersect and overlap, creating new inclusions and exclusions on the basis of functional and political links, rather than state territoriality. While the physical and national borders have become ever less relevant, new boundaries of 'them' and 'us' have emerged. This, of course, has challenged the institutionlised, conventional border region of Skåne to respond as part of its political task and responsibilities for its whole territory.

EU Macro-regions and Spatial Rescaling– Experiences in the Baltic Sea and Danube Regions

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Keywords: macro-regional strategies, rescaling, internationalization of policies

The development of the first EU macro-regional strategy in the Baltic Sea Region (launched in 2009) has triggered a number of similar initiatives across Europe, leading to new discussions and debates among scholars with an interest in European spatial planning. The new macro-regional strategies are for example being discussed in the light of rescaling processes and the redefinition of regional policy rationales, where new scales of policy intervention, new actor constellations and variable geometries of governance have been suggested (Stead 2011). According to Gualini, processes of rescaling are as much “a reallocation of formal state power” as a “restructuring of modes of governance and regulation that involve shifts in the relationship between state and society and their influence on spatial relations” (2007, p.6). The new macro-regional strategies are also being discussed in terms of the emergence of ‘soft spaces’, policy arenas with fuzzy boundaries which exist either between or alongside formal institutions and processes and which arise from cooperation across various ranges of geographies, scales, sectors and actor-networks (Haughton et. al., 2010).

Against this background, the proposed paper aims at identifying characteristics of transnational ‘soft spaces in macro-regions. The paper examines the extent to which macro-regional strategies are leading to spatial rescaling and the emergence of new ‘soft spaces’. Experiences from the macro-regional strategy initiatives in the Baltic Sea and Danube regions (the first two macro-regions) are compared and contrasted. The paper also examines whether the macro-regional strategies indicate shifts in regional priorities and whether these priorities are related to the relative strength of different stakeholder groups. Furthermore, the rationales of stakeholder engagement (e.g. longer-term funding or power relations) are explored by comparing the situation in the two regions. Finally, conclusions on theoretical implications of rescaling and regionalisation in Europe will be drawn.

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Creating a Space for Cooperation: Soft Spaces, Spatial Planning and Territorial Cooperation on the Island Of Ireland

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Keywords: soft spaces, cross-border, territoriality

Cross-border and multi-jurisdictional institutional contexts present particular challenges for spatial planning and add to the complexity of spatial planning tasks (see Weith 2012). Given the constraints of working beyond the territorial boundaries of a nation-state, processes of spatial planning in transnational contexts often work with soft instruments and a tentative, politically sensitive approach to the representation of cross-border spaces in policy documents (Faludi 2010). This paper demonstrates that spatial strategy-making can, however, play a key role in the process of shaping and reshaping the spatial imaginaries underlying public-policy and thus the framing of government responses to the challenges and opportunities of cross-border cooperation.

This paper examines the role of soft spaces of cross-border cooperation and spatial planning in evolving processes of spatial governance on and for the island of Ireland. The concept of soft spaces refers to non-statutory spatialities. They are specific social constructions of space which lie outside the political-administrative boundaries and internal territorial divisions of the nation-state (Allmendinger & Haughton 2010). Processes of strategic spatial planning, working through soft spaces at multiple scales have played a significant role in the renegotiation of the spatial relationship between Northern Ireland and the Republic of Ireland in the period of relative political stability since the cessation of armed conflict in Northern Ireland in the 1990s (Murray 2004). Drawing on the analysis of qualitative interview data and policy documentation, the paper will examine the role of spatial planning in reconfiguring territorial spatial imaginaries and developing a new policy vocabulary of functional and relational geographies. The paper also highlights the complexity of the spatial governance arrangements in this cross-border context and reflects on the implications of a continued dominance of territorialism among local scale actors (see also Walsh 2012).

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Urban Nexus – International Planning, Cross Border and Inter-regional Cooperation

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Keywords: urban challenges, integrated urban management, multi-stakeholder partnership, comparative transnational planning

Context

URBAN-NEXUS is a 3 year €1m, multi-partner Coordination Action (2011-2014), funded by the European Commission (FP7), that aims to enable and further strategic urban research which can address the challenges facing European cities today. These include the current economic crisis, sprawling development and the natural environment, as well as the longer-term implications related to climate change and resource scarcity e.g., peak oil and water.

Central Theme

The interconnectedness of the social, economic and environmental dimensions of urban life and the associated drivers of change at the urban level, also create complex conditions for urban management, and fundamental barriers to the effective implementation of sustainable urban development. In response to this interconnectedness and complexity, the principles for integrated urban management have become the pre-eminent framework for the development of appropriate policy responses to these urban challenges.

Methodology

URBAN-NEXUS supports the development of a structured dialogue with all relevant stakeholders, including civic leaders, policy-makers, businesspeople, researchers and educators to enable rich communication, knowledge transfer and partnership-building around these challenges. This form of direct engagement helps to build upon and strengthen the relationship between various stakeholders and policy-makers through engagement, collaborative prioritisation, and knowledge transfer.

Expected Outcomes

The Coordination Action pursues the following objectives and outcomes:

- Promote innovative **problem-solving** approaches to the complex and interrelated policy issues concerning sustainable urban development;
- Increase awareness, knowledge exchange, cooperation and collaboration through **structured dialogue**; and
- Further the Long-term Strategic Framework for Scientific Cooperation through the enabling and building of **partnerships**.

Relevance to Planning

Policy failure in relation to the land-use - transport - environment nexus can be attributed to difficulties of securing an integrated policy response between the responsible agencies. Horizontal policy integration is essential between the sectoral agencies responsible for land-use management, and transport and environmental planning, at the local and regional levels of governance. Failure to secure an integrated policy response is attributed to variety of factors including notably organizational and procedural barriers, and problems of communication between organisations.

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URBAN-NEXUS Urban Climate Resilience: Synthesis Report and Follow-up Report

URBAN-NEXUS Health and Quality of Life: Synthesis Report.

SESSION 10-9 Planning in Latin America

We Shape Institutions that Shape Us

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Keywords: institutions, urban poverty, food security, climate change.

Poverty and food insecurity are becoming more urban. The number of people with insufficient access to food has risen in urban contexts and the impact of high food prices on hunger is greater (Hoorweg & Munro-Faure, 2008). In addition, urbanization strategies still reproduce issues of environmental justice through processes of consumption patterns, industrialization, and concentration, and the effect of climate change on vulnerable groups is becoming evident (Ribot, 2010). To tackle these poverty and urbanization issues planners and policy makers rely on two different strategies: top-down and bottom-up development approaches. Although there is an increasing preference for bottom-up and community-based planning along with local environmental strategies, over top-down development schemes, the false dichotomy between these two frameworks obscures the working of institutions in poverty alleviation and environmental justice. Specifically, scholars and practitioners have inadequate knowledge of the role of mediating institutions in growing Latin American cities facing food insecurity in this warming world.

What is the role of mediating institutions in poverty alleviation practices addressing food insecurity in contexts of climate change? Political institutions can be laws, social organizations, and roles such as 'citizenship', 'official', 'representatives', 'constituencies', etc. In addition, there are ideational frameworks and social practices typically known as democracy, political representation, and political rights, among others, that can be political institutions mediating poverty reduction and strategies of the poor to face the effect of climate change on food security. Thus the counterfactual of my question is: if it is not the role of mediating institutions, then, what is explaining the difference of urban poverty outcomes and the unequal distribution of food vulnerability exacerbated by climate change? The paper focuses on the institution of political representation that mediates poverty reduction strategies addressing the effects of climate change on food security. I address both the enabling/constraining forces of political representation that shape behaviors and the enabling properties of planning practice that create and transform this institution and bring alternative understandings of food security.

This study relies on a Mexican community as a lens. Data is being collected through archival investigation, interviews, and observation. Practice theory (Feldman & Orlikowski, 2011) and social ecology frameworks along with narrative analysis and deconstruction are applied to examine how institutions shape policies addressing food insecurity and climate change, and how those policy practices reproduce existing institutions.

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Power, Politics and Planning Practice: Challenges in Implementing the Statute of the City in Niterói Brazil

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Keywords: Brazil, power, right to the city, participation

This paper considers the interplay between power, politics and the practice of planning in Niterói in implementing the Statute of the City – the 2001 Brazilian national law mandating participation in cities larger than 20,000 residents and requiring planning to be carried out according to principles of social justice and the right to the city. While the Statute is often upheld as a best practice, results from my field work in Niterói reveal that power and politics play a surprising role in the implementation of the Statute's norms at the local level. Both the political system and developers are able to manipulate urban policy such that planning outcomes fail to promote the (perhaps) idealistic goals of the Statute: social justice and the right to the city. Taking the Statute at face value, the presumption is that planning policy will promote social justice and the right to the city. Yet powerful interests – the political system and the private sector – actively impede the effective implementation of the norms enshrined by the Statute of the City.

This problematic raises the following questions: whose interests are in the forefront, and whose interests prevail? To understand this problematic in Niterói, I focus, first, on the role of politics – including the role of the mayor, the political machine and the practice of co-optation and clientelism – as an example of one element of a powerful force in Niterói. Second, I consider the role of the private sector – primarily in the form of developers – in influencing the political agenda in Niterói. The methodology is based on semi-structured interviews with planners, developers, community leaders and political staff. While the premise of participation based on democracy requires just solutions to benefit the entire city, often more powerful interests prevail, resulting in skewed outcomes in favour of private developers, local government interests and other powerful local forces. In the case of Niterói, I unpack the power dynamics that, clearly, take part in decision-making processes yet often go unacknowledged in the planning context.

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Changing Medellin: Planning and Urban Conflict in the Era of Social Urbanism

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Keywords: socio-spatial justice, progressive planning, strategic plans

In recent years, Medellin became known worldwide for implementing innovative urban policy and strategic planning mechanisms to improve the quality of life in districts lacking formal infrastructure. With the intention of breaking away with the city's notorious stigma of drug-related violence and exclusion, since 2004 two consecutive municipal administrations (Fajardo 04/07 and Salazar 08/11) implemented a policy of social urbanism. Social urbanism is based on principles of socio-spatial justice and citizen participation. It aims to strengthen governance in neighbourhoods that until recently were out of bound to the police. It also promotes a more equalitarian vision of the urban development order.

In this paper, I critically examine social urbanism's main tool: the Integral Urban Project (IUP). IUPs are strategic multi-sectorial plans that provide mobility infrastructure, public spaces, and public works projects in targeted areas of the city. Building on the success of previous local and regional experiences with participatory slum improvement, IUPs are implemented in neighbourhoods characterized by marginalization, violence, and little presence of state institutions.

In a city characterized by a conservative ethos, *laissez-faire* politics and *durable inequalities* (Tilly 1999), IUPs have been celebrated as a progressive and hopeful agenda for reducing socio-spatial segregation. Despite the wide scope of innovation and planners' good intentions, however, interviews with residents, community leaders, planners and policy makers reveal an emerging gamut of contradictions in the implementation of the program. For instance, public works projects have produced displacement and uprooting of long time residents. Although *in-situ* relocation is one of IUPs' principles and it is encouraged by the Colombian legislation, the bureaucratic gridlock and other barriers prevent it in practice. As low-income residents organize to vindicate their right to live in central locations or to demand a fair appraisal and compensation for their lost homes, the limits of a participatory methodology have also come to light. I conclude with a discussion on the politics of *progressive* planning under Medellin's social urbanism agenda. Following Roy's (2009) critic of the *politics of inclusion*, and Chatterje's (2004) *politics of the governed*, I consider how the scope of urban conflict produced by progressive planning regimes can unexpectedly create the basis for new forms of urban inequality.

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Public Space and Exclusion in Sprawling Urban Regions in Latin America

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Keywords: public space, exclusion, sprawl

The aim of this paper is to share the preliminary results from an ongoing interdisciplinary research project conducted at the Universidad Iberoamericana Puebla (Mexico) analyzing public space and exclusion in one of the fastest growing metropolitan areas in Latin America where individual interests over collective ones are the drivers of urban development.

The objective of this project is to understand the role public policies in Mexico play in the configuration of public spaces that are not accessible to the majority of the population in a particular sprawling urban region in order to identify impact in the living conditions of the inhabitants of this metropolitan area, as well as its effects.

The context analyzed is the Reserva Territorial Atlixcáyotl, a land reserve defined in an urban development plan in 1992 within the metropolitan area of Puebla – the 4th largest in Mexico and the 5th largest growing population in a metropolitan area of the OCDE countries – where the public discourse was to benefit the entire population of ‘a planned and designed’ new centrality but the reality has been a response to the particular interests of a few in the private sector.

The current situation in the area is an accumulation of gated communities with single housing developments for the upper and middle classes in an urban structure designed for the automobile. Throughout the Vía Atlixcáyotl – the main street in the area – there are numerous shopping centers and services only accessible by car and meant for people with high purchasing power. The rest of the population deals with mobility and connectivity problems due to the lack of an efficient public transportation system and limited infrastructure for pedestrians and bicycles. Access to public facilities in the area – education, culture, health, leisure and sports- is limited or inexistent for a majority who cannot afford them.

The hypothesis of the project is that public policy contributes to exclusion by leaving behind the interests of the most disadvantaged population; privileging the needs of residents and investors of gated communities and private facilities, services and businesses; and ignoring the high economic, social and environmental impacts of this urbanization model where public space is merely discursive.

The project is a mixed methods research considering quantitative and qualitative approaches in social, economic and policymaking processes. The expected outcome is a further understanding on how public policy contributes to exclusion in order to have a direct influence in stakeholders to engage in more just, inclusive and sustainable policymaking processes that will help to face local and global challenges. The relevance of this study is the interdisciplinary approach to public space considering public policies as drivers for exclusion and its effects.

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SESSION 10-10 Territorial Governance, Planning Regimes and the Concept of Property

Transformative and Counter-Hegemonic Planning Regimes: South Africa and Lebanon

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Keywords: Alternative planning regimes, transformation, ethnic conflict, South Africa, Lebanon

This paper investigates two cases—South Africa and Lebanon—in which new transformative and counter-hegemonic town planning regimes have been institutionalized in response to the inadequacies and limitations of traditional planning and regulatory state apparatuses. Analysis is based on field research and interviews in Johannesburg and Beirut. In such cities as these, ethnic identity and nationalism produce contestable urban landscapes.

In South Africa, there was the post-apartheid emergence of an alternative planning regime that is potentially transformative of traditional city-building techniques. Integrated development planning (IDP) attempts to integrate spatial planning with social and economic development and seeks participation and empowerment. Whereas traditional town planning controls spatial development through regulation, IDP manages the development process for equity purposes. Progress at spatially transforming apartheid geography over the past 20 years has lagged, compared to institutional transformation, due to several impediments (Harrison, Todes and Watson 2008).

In Lebanon, urban development planning was utilized by a political/military organization to bypass and compete with the traditional state apparatus. Hezbollah has effectively used its urban redevelopment of the Beirut suburb of Haret Hreik, substantially destroyed in the 2006 war with Israel, as a political mechanism of survival and political viability vis-à-vis the Lebanese State. Hezbollah advanced semi-autonomously to rebuild thousands of residential and commercial units and to return displaced residents. Semi-autonomy from the state was achievable due to substantial international funding and Hezbollah's creation of a nonprofit organization to manage reconstruction independent of state intervention.

The paper focuses on why and how these alternative planning regimes arose and explores what these movements mean for planning theory and practice. It explores whether fractured states with debilitating inter-group conflict may provide fruitful seed-beds for alternative regimes of town planning. Whether attempting to transform traditional urban management policies or to compete with state authority deemed incapable, alternative planning regimes present a future viable path in many urban regions of the world characterized by disempowered, spatially marginalized populations and the threat of ethnic and sectarian conflict.

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Property in Planning: Towards a Critical Framework of Analysis

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Keywords: property, property regime, space, middle-east, Lebanon, planning practice

Property has preoccupied critical geographers for some time now. Neoliberal understandings of property, it has been said, revive those 17th/18th century Blackstonian discourses that first naturalized representations of landscape as a collection of clearly defined and bounded land parcels. Each parcel is further assigned to a singular, determinate owner against the reality of complex and entangled forms and claims of ownership (Blomley 2012, Singer 1997). The *effect* of such representations, it is further argued, has made it possible to imagine landscapes as abstract, severable, exchangeable spaces that can be inscribed, scaled, flattened, reproduced, and geometrized (Latour 1986, Blomley 2012). It has masked the role of property as a key determinant of in the ongoing re-configurations of objects and people and the consequent geographies of inequality in which we dwell.

In this paper, I argue that by adopting uncritically this dominant conception of property, planners have limited their range of action and imposed a powerful imaginary hold on the range of possible practices in which they can engage. I further argue that it is necessary to evaluate critically the role of planning in the matrix of practices (e.g. mapping, surveying) that work to continuously reproduce this particular conception of property if planning is to live-up to its historical professional commitments to the “common good”.

I have previously shown (Fawaz *forthcoming*) how the conception of property in the post-war reconstruction of the neighborhood of Haret Hreik (South Beirut) in 2006 exacerbated the abstraction of space and its resulting socially exclusionary outcomes, despite the planners’ declared commitment to social justice. In this paper, I extend the argument to look comparatively at the development of land use master plans throughout Lebanon, which is considered the main public planning practice in this country. Through the analysis of six master plan developments throughout the country and an in-depth analysis of one case study in South Lebanon (Tibneen), I argue that the “moment” of master planning acts as a key element in the process of displacing communal understandings, imaginations, spatial layouts, and practices of agrarian landscapes.

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Territorial Governance across Europe

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Keywords: territorial governance, Cohesion Policy, case studies

The ESPON TANGO project asserts that governance matters and territorial governance matters in order to achieve specific territorial development goals in the spirit of striving for territorial cohesion as stipulated in the Treaty on the Functioning of the EU. But how, why and under which circumstances territorial governance matters varies considerably for the vast range of territories across Europe. Thus the question of distinguishing generalizable and transferable lessons of “good” territorial governance is a challenging task, but one that can provide additional fuel to the Cohesion Policy debate.

The objective of this paper is to compare and synthesize conclusions from 12 in-depth qualitative case studies of territorial governance throughout Europe. Based on a theory-driven, pragmatic and consensual definition and operationalization of territorial governance, the focus of the case studies is to understand how actors and institutions at different levels formulate and implement policies, programmes and projects to achieve a certain territorial goal that is aligned to the Europe 2020 strategy. We provide conclusions and empirical illustrations on not only how spatial planning and regulatory instruments are involved in territorial governance, but also how broader policy processes including integration of policy sectors, as cross-sectoral integration, stakeholder mobilisation, adaptive capacity, and realising territorial specificities and impacts have contributed to “good” territorial governance.

In the end we stress that comparability and transferability of territorial governance in Europe is not aimed at searching for ‘one-size-fits-all’ solutions, but rather at building an evidence-based set of opportunities for innovation in territorial governance practices at different levels/in different contexts. Thus we discuss how our approach can contribute to theory-building around the concept of territorial governance and to point out future avenues for continued research as well as indicate implications for territorial development in general.

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Types of Territorial Governance

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Keywords: territorial governance, policy concept, comparison, Europe

The notion of territorial governance is increasingly prevalent in European policy discourses, particularly in relation to Cohesion Policy (Stead, 2013). As Faludi (2012) recognizes, the concept of territorial governance has become part of the contemporary planning policy vocabulary and is even being employed in some circles as a synonym for spatial planning. Recent references to the notion can be found in the European Committee of the Regions' 2009 White Paper on Multi-Level Governance, the 2010 declaration by the European Conference of Ministers responsible for Regional Planning (CEMAT) on future challenges for sustainable spatial development and the 2011 update of the Territorial State and Perspectives of the European Union, to name just three examples. To date however the notion is frequently used and understood in quite different ways. Davoudi et al (2008) have even suggested that the meaning, approaches and effects of territorial governance may vary at different levels of decision-making. This paper explores the variety of interpretations and understandings of territorial governance across Europe among both policy officials and academics. It compares the extent to which understandings are similar (or dissimilar) between countries and between these two types of experts. Much of the information reported in the paper has been recently gathered via a Europe-wide questionnaire survey developed for a research project on Territorial Approaches for New Governance (TANGO) funded under the ESPON Programme – the European Observation Network for Territorial Development and Cohesion. The results of the analysis will be discussed in relation to existing typologies of planning (e.g. CEC, 1997; Newman & Thornley, 1996).

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Features of Good Territorial Governance in the Flood Management along the Dutch-German Border

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Keywords: policy integration, cross border cooperation, spatial planning, flood control

Due to hydrological and ecological conditions there are many intrinsic relationships within the catchment area of rivers. It is for this reason that river basins are conceived as the overall most important units for water planning and management. This is reflected by two important European Union environmental directives: the European Water Framework Directive (WFD) of 2000 and the EU directive on the assessment and management of flood risks (directive 2007/60/EC; Floods Directive - FD). Both directives are based on the river basin concept. This concept requires cooperation across administrative boundaries and the integration of different territorial policy fields.

The paper investigates the integration of spatial planning and flood management along the river Rhine in the Dutch-German Border region, a region that has one of the longest histories of cross national cooperation in Europe. This investigation uses the working definition of territorial governance, developed in the ESPON Tango project: Territorial governance is the formulation and implementation of public policies, programmes and projects for the development of a place/territory by:

- 1) integrating policy sectors,
- 2) co-ordinating the actions of actors and institutions,
- 3) mobilising stakeholder participation,
- 4) being adaptive to changing contexts,
- 5) realising place-based/territorial specificities and impacts.

We consider 1) to 5) as “dimensions” of territorial governance which provide added value to achieving territorial cohesion. Along these five dimensions, as well as a selection of 12 indicators for good territorial governance we identify both “good” and “bad” practices in order to stimulate both positive and negative lessons. Another intention is to identify some of the barriers to territorial governance processes and mechanisms and to determine how these barriers are being overcome.

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PANEL 10-2 The Future of International Development Planning: New Paradigms for Pedagogy

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Keywords: international development planning, pedagogy, international education, globalization

International development planning has gone through profound changes in the last 40 years, accentuated in the past decade by growing attention to the challenges and opportunities of an urban world and the rising political economic prominence of a few key regional leaders from the Global South in development discourses. While the importance of integrating an international character to planning education has gained recognition in the planning academy over this same period, development planning pedagogy itself has entered a period of reflection. This is evidenced by pedagogical experiments with different modes of instruction and a multidisciplinary reframing (and challenging) of development objectives and methods of enquiry. Diverse and shifting terrains of student interests and field-based demands for a new paradigm of 'international' planning expertise are marked drivers of this transformation.

This panel will provide a platform for pointed discussions around the extant and desired directions of development planning pedagogy in an age of global education. Is specificity of knowledge and familiarity with place and culture still central to development planning expertise? As linkages between developed and developing worlds become more pronounced, what knowledge base and forms of expertise should ground an international planning education? How are international planning and development planning educational programs distinct or similar? What analytical frameworks or ways of thinking help prepare students from developed nations to work in the developing world, students from developing nations to address development issues in their home countries, or students everywhere to work anywhere with an internationally comparative base of reference? How can global educators address both mobile and place-based development challenges? What new development theories and schools of thought might help ground a dynamic development planning pedagogy that capitalizes local depth and comparative capacities across global landscapes? How can educators leverage new technologies and students' own experiences to enrich international development planning pedagogy? These questions frame the roundtable discussion envisioned but also aim to launch a wider discussion about the future of international development planning.

PANEL 10-3 New North-South Relationships: The Changing Role of Universities in Global Knowledge Creation

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Keywords: planning pedagogy; international development cooperation; education; universities.

Northern universities' role in developing curricula for universities in the global south appears to have come a full circle. The nature of academic "development cooperation" between northern and southern universities can be categorized in three phases. First, beginning in the 1950s (after the end of colonialism), northern universities in industrialized countries had helped set up universities in various "third world" countries in the south. For example, various northern universities shaped the Indian Institute of Technology (IIT) system; in IIT-Kanpur, the Indian government sought the assistance of Massachusetts Institute of Technology (MIT) to craft curricula. However, by the early 1970s, this type of relationship came to be questioned by critics who termed it as being overly paternalistic and neo-colonial. They claimed that northern universities were not aware of local realities, needs, and constraints faced by southern universities. Surprisingly, there has been a recent resurgence—since the early 1990s, which marks the beginning of a third phase. This phase coincides with economic liberalization in developing countries, the rapid increase in growth rate in countries like China and India, and the need for highly skilled labor force there. While southern universities have once again turned to northern universities for advice in developing curricula, the current terms of engagement are different. For one, the southern universities now have more resources than before. Further, the earlier hegemonic control over development ideas of northern universities is being challenged. Finally, the rise of private universities in the global south has provided an opportunity to question state-controlled higher education and encourage independent research. In this roundtable, panellists will reflect on the changing experience of northern universities in this mode of academic "development cooperation" and assess its impact.

POSTERS 10

Global Challenges – Local Responses: Strategies, Instruments and Tools of European Municipalities towards Urban Resilience

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Keywords: municipalities, urban resilience, green infrastructure modules

Urban areas and regions face multiple global challenges, for example in relation to climate change adaptation and mitigation, natural resources shortage, and unsustainable urban growth. The concept of urban resilience is increasingly discussed as a response to these challenges. However, too often this concept remains a “buzzword” in the academic discourse and is only weakly implemented in practice.

Municipalities are uniquely placed to foster the implementation of strategies, instruments and tools towards urban resilience. However, up to now few cities or regions have embraced the concept of resilience and the engagement of communities is still underdeveloped. The EU FP7 project “TURAS - Transitioning towards Urban Resilience and Sustainability” aims to develop planning strategies, instruments and tools that build resilience in urban communities, working in partnership with municipalities, academic institutions, and SMEs throughout 11 European cities and regions. Based on the results of a questionnaire survey, the paper explores how the municipalities of the TURAS project are prepared to manage the impacts of global challenges and which gaps and weaknesses still exist. Furthermore, the paper will present an example of best practice in the German region of Stuttgart that uses “green infrastructure modules” in order to reduce heat island effects and thereby to support the quality of life in urban areas and cities.

The paper will illustrate that the adoption of urban resilience into municipality planning is still in its initial phase. Though diverse strategies, instruments and tools exist at local and regional level, they are often not explicitly designed and considered as contributing to urban resilience. Pilot projects and best practices form an important approach to test certain measures and to involve relevant stakeholders. As a tangible spatial structure made from green plants, the pilot project “green infrastructure modules” can help to raise awareness among the relevant stakeholders in cities and regions regarding global challenges and possible local responses.

The paper presents results from an ongoing project at the interface of research, planning practice, and business. It aims at the knowledge transfer between diverse disciplines and stakeholders in research and practice.

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Intra-Regional Competition in the Greater Tokyo Area – the Price of a Seat at the Global City Table

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Keyword: global city, urban development, investment incentives.

Tokyo was identified in Sassen's (1991) seminal work *The Global City – New York, London, Tokyo* as one of the top three economic command centres of the global economy. Global city has since become very much a part of planning discourse and seen as an extension or manifestation of the global economic order. Physically, these cities are characterised by their iconic buildings and 'world class' and 'global' development projects. Global cities – both those already established and those aspiring to attain the status also seek to host 'world class' sport and cultural events.

There is little doubt that Tokyo has successfully competed to attract global capital and investment as it confirmed its place in the global hierarchy. But the Greater Tokyo region is not a single political entity but rather a trans-agglomeration of a number of different prefectural governments containing over a hundred local governments. In recent years there has been a push by the different prefectural and city governments within and around Tokyo to attract a share of *The Global City* benefits through a combination of strategies. Some of these attraction strategies offer a variety of financial incentives for companies to relocate in areas that the prefectural and/or local government has earmarked for (re)development. These proposed new development areas are touted as "world class" developments. At the same time, these prefectural/ city governments also seek to attract high profile events by providing various incentives and facilities.

The paper seeks to explain the range of strategies currently employed by various prefectural/ city governments within and around Tokyo to get a slice of the global city action. It seeks to explain how these strategies may be influenced by existing examples of 'global' projects that have eventuated over the past decades. It will thus focus on examining two major developments labelled as 'global projects' (e.g. by Marshall 2003), namely, Odaiba in Tokyo and Minato Mirai 21 in Yokohama. It will describe and compare the financial incentives that each project employs to attract global capital and how they use global events such as the APEC summit and Olympic bids to promote the areas. It will also explore the role of Japan's Federal Government in this intra-regional competition for global city benefits.

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The Chinese CBD (Post 2000) – Transitional, Compromised Or A New Phenomenon?

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Keywords: Central Business District, China, globalization

The Central Business District figured prominently in Chinese urban plans from the mid-1990s, undergoing rapid physical growth after 2000 in a handful of cities—Beijing, Shanghai, Shenzhen and Guangzhou. More than 200 other CBDs have been announced in master plans in other first- and second-order cities, with some in early stages of development. Cities see the promotion of the CBD as essential in the transition to the post-industrial economy. Local governments have invested heavily in these spaces with new mass rapid transit, new public buildings, open spaces, and signature architecture. They are seen as infrastructural projects and not market-driven, although state-owned companies and private investors have followed the state in the development process.

After ten years of development, it is time to consider the results of these Herculean efforts. Are we witnessing a space recognizable as a CBD, not yet hosting the activities traditionally associated with CBDs in the West, but in the process of making the transition to the informational economy? How do these new central spaces measure up against Western cases, in light of the literature? Given the substantial differences in development process between Western and Chinese examples, land use mix, and the occupancies of the new office space, are we witnessing a new phenomenon in central area development?

The research begins with a brief overview of the major characteristics of the CBDs and the efforts of the local governments to create a distinctive central space in the context of growing inter-city competition and globalization. Secondly, the internal characteristics of the space are examined—communication networks, range and location of services, housing for highly skilled workers, adaptability of buildings for future economic transition, and the relationships between central and surrounding space. Thirdly, the new challenges faced by these CBDs that were not addressed in the extremely rapid build-up over the first decade of development are considered.

Strong emphasis on representational aspects has had direct negative impact on internal communications, a problem now being addressed. Many buildings are expensive to build and maintain, yet lower order uses tend to dominate. Services have been neglected, along with housing for the managerial and technical class. More positively, the CBD is increasingly accessible from the urban region. The compact form may lend itself well to future retrofits for walkability. Regional scale hierarchy is emerging in CBDs, strengthening the power of regional growth poles nationally and internationally.

We need to revisit the classical models of CBD development in light of the Chinese ongoing experience. We also need to understand these planning efforts as a central feature of the cities' drive for modernization and globalization.

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On the Differentiation of Dynamic Mechanisms in Strategic Spatial Planning Making in New Era: between Melbourne and Tianjin

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Keywords: dynamic mechanism, strategic planning, Melbourne Australia, Tianjin China

In the context of globalization and informatization, strategic spatial planning must transfer its focus on three different levels: global, regional and urban. Internal and external changes in environmental conditions lead to new advances in strategic planning. However, such advances or changes respond differently to cities on account of different dynamic mechanisms. This article aims at two cities of Tianjin in China and Melbourne in Australia, through a comparative study on strategic planning, to explore the differentiation of mechanisms operating on urban planning making in case of variability in new situation. By comparison and exploration, it is expected to know what dynamic mechanisms are and how they work on strategic planning in two different cities above respectively. The purpose of this article is to exhibit two different planning worlds between western and Chinese in a new way nowadays.

The article can be divided into four parts. The first part generally analyzes the new internal and external environmental factors in a world being changed by globalization and informatization. The second part theoretically introduces strategic spatial planning adopted as effective means to tackle new challenges by city governments worldwide, and demonstrates briefly its development background and process in western and China respectively. The third part takes Tianjin and Melbourne urban strategic spatial planning as examples to mainly carry on the contrast research from the aspects of strategic planning making mode, competitive mechanism, contents, strategy implementation and management and etc. It is expected to summarize the differentiation of the two plans, and meanwhile, to explore the inherent factors or mechanisms probably spatial, material, political and etc, which make the differences and have inner effect on the course of urban planning making. The final part is a summary of general mechanisms of strategic spatial planning making.

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A Comparative Study on the Methodology of Strategic Spatial Planning Making: between Melbourne 2030 and Ningbo 2030

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Keywords: strategic spatial planning, Melbourne 2030, Ningbo 2030

In the context of China, strategic spatial planning (SSP for short) emerged in the 1990's when globalization and informatization gradually influenced the development of Chinese cities, and when the market economic reform was advanced which intensified the competition between cities. Although outside the statutory planning system, SSP flourished during the 2000's when nearly all the provincial capitals had their own strategic planning, and Guangzhou was the first.

However, the concept and also the methodology of SSP in China have some uniqueness when compare with the 'western' one. SSP occurs to make up for the deficiency of the current planning system in China, especially the comprehensive plan (Zhao and Luan, 2003). Yang (2006) argues that strategic planning is holistic, long-standing, agonistic and guiding, which are four outstanding features of it.

The paper consists of three parts. Part 1 presents a brief introduction of the development of China's SSP both in theory and in practice. A comparison of two SSPs, Melbourne 2030 and Ningbo 2030 is made in Part 2, mainly on their goals, main concerns, initiatives, strategies, structures, methods, etc. Aiming at sustainable growth and liveability, Melbourne 2030 took nine directions for future growth and management into concern, and provided further guidance for specified planning. While in Ningbo 2030, more emphasis was placed on regional competitiveness, industry system and spatial expansion to respond the state policies. In addition to the differences in goals, main concerns and structures, the two SSPs took different operation methods in public participation and implementation. The process of compiling Melbourne 2030 was totally open to the public, and the implementation of it was under multi-cooperation. Ningbo 2030 was dominated by the alliance of the government and planners within the professional field. In Part 3, some features and limitations of recently made SSPs in China are discussed. These strategies like Ningbo 2030, Shanghai 2040, Beijing 2049, etc. are apparently influenced by SSPs in the western world, including Melbourne 2030. They do have made advances compared with those earlier ones, but leaving a lot to be desired. More emphasis is expected to be put on social and environmental analysis, public participation, implementation review and further dynamic updates.

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TRACK 11: SPATIAL AND PLANNING ANALYSIS METHODS IN A DIGITAL WORLD

SESSION 11-1 Planning Support System 1

The Online What if? Planning Support System

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Keywords: planning support systems, GIS, internet

This paper describes the Online What if? (OWI) GIS-based planning support system (PSS), which is being made available through the Australian Urban Research Infrastructure Network (AURIN; www.aurin.org.au). OWI is an open source online version of the widely used desktop What if?™ planning support system (Klosterman 1999; Klosterman 2008) that can be used to prepare conditional what if? scenarios for an area's future land use, population and employment patterns. It is part of a suite of tools being developed as a component of the Australian Urban Research Infrastructure Network (AURIN), a rich online eResearch Infrastructure platform that is being developed to support urban research and decision making in Australia. The AURIN platform provides seamless access to extensive urban-related data sets, sophisticated user-interface capabilities and transparent access to high-performance computational resources (Tomko et al, 2013). The paper describes the use of OWI for a demonstrator case study in Hervey Bay, Queensland, and introduces future applications of this public participation GIS (PPGIS) tool to support the sustainable planning of cities in Australia.

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Local Urban Planning and Regional Effects – a New GIS-tool to Support Sustainable Strategic Planning

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Keywords: regional effects, sustainable development, decision-support-system, GIS-tool

Sustainable land use needs an interdisciplinary and regional perspective as well as long-term strategies. But in practice local and short-term interests often dominate planning. A common example in Germany is that municipalities continue to develop new residential areas or business parks in spite of they are suffering from population decline. The focus often lies in the objective target of gaining positive effects, for instance from the fiscal point of view. But a decision for bringing a project about has long-term effects like operation-costs for infrastructure, too. Additionally irreversible environmental damage, social exclusion or more traffic are potential effects and interdepend on the development in neighboured municipalities. These complex consequences and interdependencies cannot be evaluated by decision-makers on the whole – even if this is important for sustainable development.

In recent years, some innovative instruments have been developed in geo and space science in order to illustrate long-term, especially fiscal effects of settlement development (Burchell et al. 2010; Dittrich-Wesbuer/Osterhage 2010; Preuß/Floeting 2009). These systems were tested successfully, but some potential for further development were recognized.

A new instrument called “RegioProjektCheck” – currently in development – takes up these potentials. It deals with the development of residential, business and retail areas and is developed as a GIS-Tool. This decision-support-system does not only deal with fiscal effects and infrastructure costs. CO₂-emissions, land use change and ecological values, traffic, accessibility and social exclusion are modelled as well as overall conditions. The diverse dimensions of sustainability are reminded to policymakers and planners. The tool models complex interdependencies with a minimum amount of specific local data. In the result it gives an objective set of indicators and supports decision-making-processes in strategic regional planning and single projects, contributing to a sustainable land use.

The instrument is currently in the end of the development phase. It is tested in different German regions. On the basis of real examples the presentation deals with the importance of the question how and where land is developed. The different effects of planned projects are shown. Referring to important interdependencies and interconnections between municipalities, the effects of a choice of location as well as differences between alternative locations will be illustrated. Finally, it can be reported on experiences of the reactions of planners who have already used the tool in practice.

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Developing the Next Generation of Scenario Planning Software: The Central Texas Sustainable Places Project

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A great many regions and communities in the US and Europe have invested heavily in the development of regional plans to promote more sustainable community development. The transition from plans to plan implementation is often difficult as buy-in among regional stakeholders is not always uniform nor always positive. In recognition of such problems, the US Department of Housing and Urban Development initiated a Sustainable Communities Grant program which allowed regions of the US to compete for funds to undertake collaborative planning and plan implementation processes that might overcome those problems.

The Central Texas region was a recipient of one of those US HUD Sustainable Communities Grants engaging a broad spectrum of regional stakeholders in the developing what is hoped to be the next generation of scenario planning software. Based on multiple planning efforts over the last 20 years, in the Central Texas region, the researcher's identified recurrent problems in scenario planning efforts and proposed a new scenario planning system that would begin to address those limitations. The primary limitations identified were (1) high start-up costs in data collection and data cleaning need to begin scenario planning; (2) lack of reality checks in the scenario planning to reflect private market realities; (3) a lack of feedback indicators that could be easily applied and that resonate with local values and interests; (4) through web based interfaces. 30 years in urban, suburban and rural settings. This paper describes efforts to create a second generation scenario based planning software system that better enables communities to make informed choices about the creation of more sustainable land use patterns. The great promise of scenario based planning is that it provides an immediate feedback loop to participants on "what if" land use scenarios so that inappropriate or incompatible development can be avoided or minimized. The new software program also strives to be educational in that it provides design solutions and choices when adverse effects arise in its indicator report system. The paper describes the current regional collaboration and network of partners that are developing the software suite. It details the sustainability indicators being developed for the analytic software suite. The paper concludes with a discussion of long term objectives for the software on an open source platform with internet browser accessibility.

Planning Support System Enabled Multi-scale Site Suitability Analysis

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Keywords: suitability analysis, planning support systems, spatial planning, energy development

Suitability analysis aims to identify the best and/or preferred locations for a specific activity or land-use. The purpose of this research is to explore the nexus between commercially available GIS-based planning support system (PSS) software, the academic body of knowledge underpinning suitability modelling, and the application of both the tools and literature in real-world decision situations. While off the shelf commercial PSS software offer easy to use functionality for suitability modelling, the links between these software, the theoretical demands of suitability modelling, and the outputs needed in spatial planning processes are often tenuous at best.

In order to link software, theory and practice this paper presents two case examples of multi-scale suitability modelling. The decision situation is site search and selection (Malczewski, 2004) for large energy facilities in the U.S. West. The purpose of the facilities is to add value from energy resources that would otherwise be exported from the state where the facilities will be located. Presentation of the case examples includes global (site search) and local (site selection), participatory (expert input) model development, testing and implementation of decision criteria, comparison and contrast of spatial and non-spatial numeric weighting systems and output assessment.

The findings of the research are that GIS-based PSS can be an effective tool for identifying locations suited for a purpose. Expert input through a participatory process assists with mitigating problems associated with factor interdependence, developing weights that in aggregate accurately reflect needs and preferences and ultimately in producing trusted and implementable outcomes.

Clearly linking GIS-based PSS suitability analysis software within the theoretical demands of suitability modelling has the potential to yield a number of benefits including bolstering the scientific underpinning of the PSS-based tool, making the inner workings of the model as transparent as possible, guiding planners and decision makers in the strengths and weaknesses of their modelling approach, and enabling recommendations for the decision spaces in which specific suitability modelling techniques are best used. These improvements may assist in enabling more informed decision making by offering a resource to help improve the quality of suitability and similar spatial planning projects undertaken by professional planners.

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Risk and Benefit Assessment Technique of Urban Development based on the Regulatory Planning in China - a Case Study of Shanghai Caohejing Hi-tech Park

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Keywords: urban development, risk and benefit, assessment simulation system, regulatory planning, Shanghai Caohejing Hi-tech Park

Regulatory planning plays a vital role on the link of the whole planning system in China currently. All the development facts including buildings and environment in the planning districts follow the regulations, which are listed in the form of several indicators by the regulatory planning, and are harmony with each other comprehensively. Therefore, the regulatory planning can be used to guide the construction and development of city.

This research attempts to establish "Urban development Risk and Benefit Assessment Simulation System"(UDRBASS) which is composed of the following steps: (1) to build a 3D model of the development district by the indicator system(such as land area, FAR, building area, municipal facilities, greening rate etc.) which based on the geo-information system; (2) to create an assessment model of risk and benefits in the development districts in three aspects(the economic benefits, public service and built environment), summing up the risk and benefits situation; (3) to produce a digital simulation which considering different regulatory scheme results; (4) to analyze the data results of statistical processing and to make a comparison in two aspects: space sequence and time sequence.

Expected outcomes:(1) Comparison in the way of space sequence would show the different risk and benefits between the planning districts and the surroundings, hence the entire region could be assessed; (2) Comparison in the way of time sequence would show the trend that different regulations could carry out multiple results in which all the built environment might be changed completely.

Case study, which chooses Shanghai Caohejing Hi-tech Park, tries to analyze the relationship between planning districts and the surroundings from the aspect of risk and benefit level.

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SESSION 11-2 Planning Support System 2

From Integrative to Interdisciplinary: PSS to Support Frame Reflection among Disciplines

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Keywords: planning support systems, roles, knowledge, spatial language, user perspective

Central in most spatial visions and spatial plans is the aim to increase sustainability. One of the critical aspects is integral development, in which environmental values are carefully traded off against other values (e.g. economic, social). For varying reasons, integral development turns out to be a challenge in spatial planning practice. In that, one critical element is the variety of professional roles planning actors have. These roles are in many instances incommensurable or lead to frictions. An explanation can be found in three different frames planning actors have: design, analysis and negotiation (Carton and Thissen 2009). This paper argues that the use of Planning Support Systems (PSS) can contribute to a better understanding among actors with varying professional roles, since they help to develop a shared spatial language. To further analyze this claim individual interviews and focus group interviews are conducted with professional planning actors in the Netherlands (e.g. spatial planners, urban designers, environmental analysts, transport planners). They are asked to reflect on how they applied PSS. These PSS were broadly defined as potentially consisting of paper maps, desktop GIS applications, transport models, and interactive geo-information tools. In line with earlier research, urban designers focus strongly on visual aspects and experiential knowledge, whereas for environmental analysts and transport planners quantitative models and systematized knowledge are central in their working habits. Moreover, spatial planners emphasize the relationship of a planning area in relation to other scales and wider trends. As a conclusion, the paper offers three recommendations for practice. Firstly, the information that is provided by a PSS has to be carefully tailored to the purpose of the planning setting and the different needs of the involved actors, including both qualitative and quantitative information. Secondly, the workshops in which a PSS are applied have to be carefully organized, to suit the demands of the planning actors and neatly fit the planning process. Thirdly, attention has to be paid to the social process, since only with good functioning group dynamics, a shared spatial language can be successfully developed.

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Pursuing Resilience through G-ICT



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Keywords: G-ICT, resilience, planning methods

The world is now facing a vast multitude of sustainability challenges. Challenges which have no precedent such as climate change, natural resource shortages, flooding and vast urbanization. The world's population is set to increase by 72 per cent by 2050 to a total of 6.3 billion with the majority of this growth in urban areas (UN, 2012). The number of cities and megacities has expanded rapidly to cope with this rising population, from two megacities in 1970 to a predicted 37 by 2025 (UN, 2012). It is within these rapidly expanding cities where the impacts of the world's sustainability challenges will be most felt. In 2011 alone 450 urban areas representing 1.4 billion people (60%) were living in areas of high risk to at least one natural hazard. In the same realm as our expanding cities society has become increasingly technological. Information and Communication Technology has permeated modern lifestyles, shaping how we undertake activities and make decisions. The escalation in the use of ICT has led to a soaring demand for information to be fed into these technologies. There is now an urgent requirement to tackle the sustainability challenges urban areas are facing. Partial responsibility for this task lies at the feet of urban planners whose role it is to make decisions to ensure the sustainability of cities. It is proposed that a resilience approach is now needed in order to achieve sustainability, a resilience approach which can be achieved partially through a renewed focus on the methods of planners. This paper focuses on how Geospatial Information and Communication Technology (G-ICT) can advance these planning methods as so they can facilitate a resilience approach to planning and in doing so develop new information which can be fed into the planning process.

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ICT Tools to Enhance the Utility of a Spatial Decision Support System – Methodological Essays

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Keywords: spatial decision support system, policies coherence, decision-making

The relevance of an optimal coherence among the planning instruments at several scales reveals to be a task as important as difficult in the context of planning, especially when the framework of spatial policies is more and more complex. Considering the reality of Portugal, CEG-UL team is developing SPOTIA Project (Sustainable Spatial Policy Orientations and Territorial Impact Assessment – Contribution to Portuguese context) (PTDC/CS-GEO/105452/2008), with the main goal of develop a methodology to create a Spatial Decision Support System (SDSS), useful to support a better decision-making by policy users helping to solve spatial problems for the next planning cycles.

To formulate an efficient SDSS, SPOTIA Project pretends to explore a set of methods to assess the coherence and relevance of the Portuguese territorial and sectorial frameworks (policy programmes and plans). After the collection of the main plans and programs at national and regional scale, it was elaborated one matrix for each instrument, considering three spheres of information – diagnosis, operational objectives and indicators - in order to develop a methodology, firstly, to evaluate the coherence among them, and after to organize this information into a consultation platform of SDSS available to decision-makers. This platform could assemble several planning instruments and several spheres of information, recurring to several ICT tools as databases to gather information related with the diagnosis or the objectives and turn it retrievable by region, problem or theme; quantitative databases related with the indicators system for monitoring or evaluate the policies at several scales, or use Geographic Information Systems to reflect spatially the previous dynamics.

In this research process, it's already possible to identify some limitations or difficulties to develop an operational and useful SDSS. For example, the variety of structures of each instrument difficult a cross-reading between them, having the need of homogenizing the data, adding the difficulty of have a complex national tree of policies which interdependencies are not very clear. Related to the policies revisions, the operational and evaluating cycles don't have a purposeful logic, existing some instruments that don't have this obligation regularly and in common with similar policies, affecting the coherence and efficiency of planning strategy. Moreover, the actual situation of national financing control don't allow the operationalization of plans and programs as these were thought originally, having revisions that change the planned goals, broken the coherence proposed initially.

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Constructing Ontology for Planning Knowledge Management System

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Keywords: planning ontology, knowledge management, climate change adaptation

In this research, a Planning Domain Ontology is constructed in the purpose of managing the knowledge complexity and semantic ambiguity which becomes serious nowadays. Ontology study has been raised in recent years and it's believed to be a promising method of describing data and representing knowledge, in order to assist in problem identifying, decisions making, and knowledge management. This paper illustrates essential concepts and suggests a process to construct a Planning Domain Ontology within a specific scope of developing climate change adaptation plan in Taiwan. We find that replicate and shifting concept can be successfully represented using ontology. Two local cases are also demonstrated to show the usefulness of ontology in spatial planning.

NetHood: A Social Learning Approach for Hybrid Space Design

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Keywords: hybrid space, social software, neighbourhoods, participatory planning

Recent research shows how analytical urban studies like Kevin Lynch's and William Whyte's frameworks could be used to inform the design of ICT systems (Apostol, Antoniadis, and Banerjee 2013a, and references therein), and argue about the importance of a new social type --the hybrid flâneur-- whose spatial practices may be encouraged through informed design of hybrid space for advancing the project of citizen participation in planning (Apostol, Antoniadis, and Banerjee 2013b). These arguments lead to our two main research assumptions: 1) planning knowledge can be instrumental in the informed design of virtual space at the neighbourhood or city level (hybrid space) and 2) there exist important casual relationships between hybrid space design options and human behaviour, and also corresponding trade-offs that need to be resolved toward the agreed upon common good.

For this, one needs to address the tremendous power of large corporations, Facebook, Google and the like, whose actions are orientated by commercial objectives that raise serious concerns regarding the digital rights of local communities. As a viable alternative we propose to invest on the hybrid space of modern neighbourhoods, and transform them into distributed living laboratories where disciplines such as urban planning, computer science, and behavioural economics can interact for bridging knowledge and action under the premises of an informed urban practice.

Through comparisons of the outcomes of different neighbourhood games --a function of the selected physical setting and software configuration-- this study will provide invaluable data for identifying important contextual factors and the most suitable design choices at different levels, depending on the specific objectives. In this paper, we make a first step with respect to neighbourhood physical design, and so propose a neighbourhood typology according to its community propensity to accommodate hybrid spatial experiences, as well as a selected ICT framework: 1) a set of important social software design details to be customized according to the community objectives, 2) a selection of the underlying networking architecture (e.g., Internet-based vs. local wireless networks), and 3) a neighbourhood game, ranging from simple information sharing to more elaborate deliberation tasks. In the concluding notes we propose an implementation strategy for social learning, as described by Friedmann (1987), that may help the fine tuning of our neighbourhood classification, as well as a framework for sharing in the future knowledge and experiences between different local communities across the world.

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SESSION 11-3 Geodesign – Analysis

An Evidence-based Planning Support Methodology Estimating Value Creation of Planning Scenarios in the Chinese Context

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Keywords: evidence-based planning, multi-stakeholders, consumers' valuations

In the transition from a state-led industrial to market-driven post-industrial urban economy, Chinese urban planners are struggling with their professional role. The past master plans were characterized by top-down implementation. Now, due to the rise of a well-informed middle-class and a decisive role of private entrepreneurs, the top-down spatial planning will have to transform into a more bottom-up planning. However, this bottom-up planning is constrained by the lack of feasible planning tools.

The up-scaling programmes for green buildings provides an exemplary case. Though the current green policies try to promote green apartments, the consumer market showed limited responses to such efforts. Top-down policies are aiming at raising the environmental awareness among developers and consumers, but with little effects. A bottom-up approach would start from consumer preferences such as health and comfort. It can use this kind of knowledge to design green apartments with market values. This requires evidence-based planning tools better understand the market and consumers' valuation of sustainability and support them in transforming a sustainable vision into action through engaging multi-stakeholders into the process.

This article aims at bringing knowledge generated through empirical research into planning and decision making. It proposes an evidence-based planning support methodology in which consumers' valuations are collected, analyzed, and integrated into sustainable planning in Nanjing China. The tools provide an in-depth understanding of the residents' perceptions on sustainable plans. This proposed planning support methodology also enables the involvement of stakeholders in the decision-making process from the very beginning. The joint planning committees can help to monitor the internal communication within cross-sectors. The possible applications of this model include valuation of land uses, site selection of green buildings, relocation of heavy industries, and allocation of open spaces. The different applications are described in case studies. The common goal of all applications is to incorporate the 'voice' of consumers into planning and policy making by heading for evidence-based planning.

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Integrating Ecological Services Analysis into Scenario Planning Practice: Accounting for Street Tree Benefits with i-Tree Valuation in Central Texas

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Keywords: scenario planning, ecological services, Geographic Information Systems (GIS)

Scenario planning has proven to be an effective process for building participatory consensus when planning long-term community and regional visions for the future (Holway et al. 2012). The process informs the public about the pros and cons of development alternatives via feedback indicators that focus on several facets of sustainable development consistent with community values. However, ecological services metrics have typically been underrepresented in scenario planning practice. The Sustainable Places Project (SPP) in Central Texas is developing an application to integrate the ecological services of street trees and urban forests into the Envision Tomorrow (ET) scenario planning analytics software tool.

The ET scenario planning software suite developed by Fregonese Associates utilizes GIS and tabular data models to deliver performance outputs on the fly as future development scenarios are created during participatory land use planning processes. Utilizing ecological services models developed by the U.S. Forest Service i-Tree program, SPP is developing new green infrastructure metrics for integration into the ET software. Development typologies now include street tree attributes, where the local ecoregion and physical conditions inform the user-selected tree species and associated ecological services expected to be delivered by these trees. Analytical outputs include benefits related to energy use, carbon sequestration, air quality, stormwater, and aesthetics. Future research might include regional sampling of urban forest areas, which would enable more sophisticated measurement of the benefits of conservation areas and reclaimed natural landscapes.

The paper will discuss various approaches explored to integrate the i-Tree analytics, its applied functionality, and expected outcomes. Such a tool represents a methodological advancement in planning practice, and may help heighten awareness and prioritization of green infrastructure in scenario planning processes, alongside the more traditional measures related to land use, social justice, economics and transportation. Integrating ecological services into the scenario planning toolbox may also help educate residents and decision-makers on the benefits of investing in street trees and forested areas.

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Mapping Opportunity: Concepts and Techniques

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Keywords: opportunity mapping, social justice, planning support systems

With encouragement and assistance from the US Department of Housing and Urban Development many local governments and metropolitan coalitions are mapping opportunity to inform the development of regional sustainable communities plans. The notion that the neighborhood in which a person lives shapes their social and economic opportunities is not new, but how opportunity is to be measured, displayed, and used to guide policy decision making remains under examined. In this paper we conduct such an examination using data from the Baltimore metropolitan area. Specifically, we examine the conceptual foundations of opportunity mapping and discuss the challenges of presenting spatial variations in opportunity on maps. We conclude with recommendations for how opportunity maps can be used to inform metropolitan sustainability plans.

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An Open-Source Tool for Identifying Industrial Clusters in a Data-Poor Environment

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This paper describes a set of four integrated and inter-related software tools, designed to discern economic spatial sector clusters in a data-poor environment – namely, Melbourne, Australia. The project responds to a strong consensus among Australian policy makers, that Melbourne needs to adopt a multi-nodal metropolitan planning strategy in order to foster local economic development, reduce commute burdens on households, and make jobs more accessible to where people live – particularly lower-income and disadvantaged workers. For decades, metropolitan planning strategies that have sought to promote non-CBD activity centres in metropolitan Melbourne. Since the 1980s and before, Victoria's metropolitan urban planners and state governments have been trying to develop activity centres. This project was initially conceived to analyse the progress toward economic activity centres.

Initially, the core focus of this project was to identify spatial patterns in employment locations, commuting behaviour, worker job accessibility, and their relationships to each other, in metropolitan Melbourne. More specifically, we wished to understand whether spatial policies aimed at cluster development have resulted in employment clusters, reduced commuting burdens, or a better set of accessible job choices for workers.

In the process of developing the work, it became apparent that Melbourne lacks data suitable for analysis of economic spatial clusters at the urban level – that is, the data available to assess economic clustering is limited to Census Journey-to-Work (JTW) data. Economic and firm-location/output/local GDP data is not publically available, and access to this data at small-area spatial units is tightly controlled by the Australian government agencies that generate and govern the data. Thus, as an intermediate step to the analysis, it became necessary to develop software that could disaggregate widely-available Census data into spatial units appropriate for urban-level economic analysis. We have developed a four-part tool, based on Census JTW data, that does the following:

- 1) Uses input/output analysis to develop value chains (meaningful clusters of economic activity according to economic sector),
- 2) Splits available data at large spatial (Census JTW destination zones) units into much smaller spatial units (roughly the size of a city block),
- 3) Attributes economic activity to these smaller spatial units,
- 4) Applies a clustering algorithm to these smaller spatial units to generate urban-level economic clusters for urban economic development analysis. This clustering method is based on Joshi's (2009a, 2009b, 2011a, 2011b) clustering algorithm, which uses spatial (i.e., physical proximity) and non-spatial (e.g., economic similarity) attributes to cluster urban spatial units.

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How Do Latent Orders Determine Residential Dynamics of Minorities in East-London?

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Keywords: minorities, residential dynamics, East-London

Religious groups have become a salient factor of urban residential dynamics in Western society. The residential decisions of the sect's members follow, at least in part, the directives of the leaders, and the latter are interested in reinforcing their power through group segregation and social exclusion. What is the dynamic of residential competition between groups and a society of individuals? Can individualistic Western society withstand the pressure of a sect that decides to "seize" a neighborhood? Will the city pattern turn into a network of voluntary ghettos within a retreating pluralistic society? This study will investigate these questions in east London, where minorities preserve tradition based on family ties in compact areas.

The main objective of the research is to recognize latent orders that determine residential dynamics of minorities, spotlighting in high resolution the role of group versus individual residential behavior and investigates its effect with regards to Private and Community housing. The objective of the proposed presentation is to validate stretch hypothesis by comparing Census 2001 and 2012 door to door survey in sub-postcode E1.1 and E1.7, London, populated mostly by unregistered minorities, identified by door to door survey: 4656 Families out of 3186 Flats were cooperative (About 72-74%).

The methodology employed to develop the project, will be base on a wide range of multidisciplinary approach, from scaling to econometric and statistical models, high-resolution socio-spatial analysis GIS of human behavior, development of model-based simulations for the chosen postcodes, dynamics of complex geographic systems, comparison of stated with the revealed preferences (Sheskin, 2007), non-economic relationships theory (Sakoda, 1971; Schelling, 1971) and the application of public policy theories to the collectives of human decision-makers.

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SESSION 11-4 Geodesign – Visualization and Modelling

3D Visualization of Skyscrapers: a Study of Citizen's Responses in Hamburg

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Keywords: 3D visualization, skyscrapers, urban planning

Collaborative decision-making in recent years has become a quite important aspect in urban planning. Regarding building permission proceedings or analysis of the population in an investigation area, participation of professionals as well as nonprofessionals is an important aspect. Complex construction processes are generally difficult to understand at a glance. Latest technologies, such as 3D visualization software helps to visualize extensive construction projects.

Existing technologies such as Trimble SketchUp may help to analyze or understand a situation or transport information to coworkers or to the public – mainly nonprofessionals. “Especially for nonprofessionals the imagination of urban planning developments seems to be difficult to understand.” (Haertling 2012) Admittedly this aspect plays a quite important role due to the circumstance of public participation and acceptance of new concepts. In terms of analyzing the acceptance of construction projects 3D visualization of the relevant project may help to obtain the opinion of the participants.

In order to study the acceptance for latest projects of nonprofessionals on a specific case, we decided to examine the issue of building skyscrapers in an inner city district of Hamburg. In the first step of our research we designed a very new and different form of buildings for the church spire affected city of Hamburg – skyscrapers. Now the building typology is nothing new and heights were yet limited to a maximum of 120m. The next step was to conduct interviews with the residents of the relevant district, which is St. Georg. We asked a set of questions related to the idea of building skyscrapers in their neighbourhood. Therefore we showed them our planned concept visualized in 3D to introduce these skyscrapers in their district and help them to understand the dimensions of such a project.

This paper summarizes theories on 3D visualization relevant for urban planning, introduces the study case in St. Georg in Hamburg, and explains the research methodology including the 3D visualisation of skyscrapers and the questionnaire used for the interviews. We conclude the paper with the results of the participants in this neighbourhood and a discussion on further improvement ideas.

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Virtual Platforms for Urban Living Lab and Energy-conscious Spatial Planning

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Keywords: energy-consciousness, spatial simulation, strategic planning

The need to be energy conscious – against the backdrop of geographically restricted, economically scarce and indeed dwindling resources – presents an especially daunting challenge with regard to spatial planning, architecture and the design of energy supply systems. In terms of spatial planning it means that complex, as yet unresolved planning problems have to be addressed in parallel on different spatial scales within the framework of multi-layered planning processes in order to enable the development of energy-efficient, sustainable spatial and settlement structures. The associated spatial planning and design strategies have to combine an overview of and insight into the use of space and the spatial organization of land uses. A more acute awareness of the complexity of the individual factors and forces at work and the interrelationships between them is required in order to implement effective strategies to reduce the energy requirements and increase the energy efficiency of spatial and settlement structures on all spatial scales.

Given these background conditions of complexity and strategic planning, there is a need for purpose-built media which expedite the planning process, contribute to knowledge, facilitate communication, and, above all, play a role in planning and decision-making support systems. Vivid 3D and 4D simulations can presumably be of great use for amalgamating the complexities of the individual spatial scales and developing various combined approaches.

Based on selected Austrian case studies the simulations will be developed in real time by teams of individuals from various different specialized disciplines (actors from the planning world) and validated, for example, by involving local policy-makers (actors from everyday life) in trial runs in order to enhance the simulations' usefulness for planning practice. The simulations will be documented in visual, numerical and written form.

This contribution based on the research project "ENUR, Energy in Urban Space" at Vienna University of Technology.

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The Trends of Geotechnology to Support Urban Planning: New Paradigms and Challenges

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Keywords: urban planning, geodesign, Parametric Modeling of Territorial Occupation

This paper aims to give a brief background on the production of urban space considering the social functions of the city and the needs of contemporary urban reforms with a focus on the importance of tools that allow planners making decisions. This state of art about the production space justifies the current studies on the development of geoprocessing tools, techniques and methodologies that assist the needs of creating interpretive portraits of urban landscapes to facilitate dialogue between coaches, administrators and community. In this sense, will present the state of the art GIS within the context of urban planning and pointed to new challenges and paradigms of territorial representation that walk around the current values of system interoperability, geovisualization, interaction and immersion. It will then proposed new concepts and methodologies that make full use of geotechnology for analysis, simulation, proposition, detailing projects and communication with users via Geodesign Information Management and Parametric Modeling of Territorial Occupation.

Therefore, a study was done to a small area of Belo Horizonte, Minas Gerais, Brazil to verify if the proposed symbiosis between the GIS and BIM is the answer for creating pictures on the constructive potencial on the optical of parametric modeling. After the chosen area of study has been done, the second step was to understanding the parameters defined on urban normative in the Master Plan and translated into algorithms. In CityEngine, an ESRI software, was established rules for simulation of urban landscape considering the fully constructive potential in all batches to check the permissions granted in this instrument of urban regulation. It was made a simulation to verify the actual city and where there is still a stock constructive (zoning allows to build more, but it was decided to build less). From then on, you can assess which areas still have constructive stocks and which areas are preferences for urban density while focusing on quality of life of citizens. Added to this, we investigated the use of solar envelopes as limiting construction potential as an environmental criteria. Creating a three-dimensional portrait of the real city and city according to law allows, technicians, planners and city residents are actually able to see what they are planning for the city and plot new strategies in accordance with the interests to the urban space.

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Exploring the Credibility of Virtual Reality within Landscape and Visual Impacts Assessment

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Keywords: virtual reality, photomontages, visual impact assessment

Why has virtual reality (VR) not been more commonly adopted within planning practice? Is it just an issue of cost? With trends in visualisation suggesting that costs have been falling, perhaps VR will gradually become more commonly used. Or are there more nuanced issues constraining the use of VR? This paper initially develops a conceptual framework outlining the key challenges and potential for the implementation of VR. This framework expands on the more usual technical discussion of computer visualisation to place VR within a social context. The challenges of implementation are reduced to cost and credibility, where the latter involves consideration of the inherent interrelationships between issues of realism, interactivity and participation. The validity of this conceptual framework is then explored through the lens of those involved in the processes of Landscape Visual Impact Assessment (LVIA) in the North East of England (landscape consultants, visualisation preparers, planning officers and land managers). In the context of LVIA, unlike VR, photomontages are in common usage and are supported by planning practice guidelines. Yet the research found there to be much scepticism about their usage. Although acknowledging the cost difference, VR was viewed more favourably in terms of credibility. Whilst VR is less photorealistic in terms of individual frames, the interactivity and the potentialities emerging in terms of stakeholder participation was seen to provide much potential to alleviate concerns with scepticism. However, consistent with the ideas of Astrom et al. (2011), participation requires a change in attitude to also allow power sharing through the process of visualisation development (selection of key landscape elements and required level of their detail). As suggested by Sheppard and his co-authors (2001 and Cizek 2009), guidance and supporting resources also need to be developed in order to regulate and establish the use of VR in a similar way to that of photomontages.

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Using Geographical Information Systems and Digital Participatory Planning Approaches for Wind Turbine Localization in Land-use Planning

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Keywords: spatial analysis for renewable energy planning; Visual Landscape Quality Assessment Model; GIS-based visibility analysis

China, followed by the USA, Germany and Spain are the leading nations in wind energy production. In contrast to the other countries mentioned above, wind turbines in Germany have been, are and will be placed often close to human settlements, and in densely populated regions. In Germany, various laws and regulations have been implemented in the past to meet the climate target set by the EU and German government as well as to achieve the transition from nuclear power towards renewables.

The localization of wind farms on the German mainland is regulated inter alia by the designation of concentration zones on the level of municipal land use planning. Those concentration zones automatically lead to an exclusion of wind turbines in the remaining planning area. Thus, realizing a sufficient potential of onshore wind power generation by ensuring enough and suitable concentrations zones/sites is strongly dependent on the planning process. The comprehensive planning process contains the chances but also responsibilities to avoid and mitigate conflicts with competing land uses and ensure public acceptance of this type of renewable energy production.

In our presentation, we will present results of a research project dealing with renewable energy production and visual landscape quality, using the case of a current formal land-use planning process in the federal state of the Saarland, Germany. Innovative methods of visual impact analysis using GIS tools and methods, as well as state-of-the-art digital landscape data and web-based participatory approaches were used to determine the most suitable locations for wind turbines. Using digital participatory approaches, experts and lay people, both living in the area affected by the planning proposal but also a sample of the German general public provided the empirical basis and validation for our landscape assessment method in order to ensure a maximum compatibility between renewable energy production and the maintenance of high visual landscape quality.

By complementing theory- and data-driven GIS methods with workshop- and web-based digital participatory planning approaches, we hope to contribute towards ensuring a better acceptance of wind energy production by avoiding and mitigating conflicts early in the research/planning process. The use of validated digital methods with a solid empirical basis should help to de-emotionalize the planning discussion about wind turbine localization.

SESSION 11-5 Big Data

ICT Services for Urban Engagement: An Analysis of Emerging Digital Infomediaries in an Era of Big Data and Open Data Initiatives

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The convergence of location-aware technologies and social media holds the potential of bringing a sea-change in the way urban information can be generated and used by citizens and communities. Sensors in urban infrastructure, when connected to the Internet and to personal devices, have the potential to connect communities to a vast array of information about neighborhoods, travel, the environment, health, safety, crime and so on. Such sensed or new media data, called “Big Data”, has been the subject of recent research interest. A parallel initiative - on “Open Data” - promotes the idea that certain data, particularly governmental data, should be accessible for everyone to use and to republish without copyright or other restrictions to create a knowledgeable, engaged, creative citizenry, while also bringing about accountability and transparency. The role that ICT plays in enabling community processes and in meeting community needs and objectives have been highlighted by various authors (a far from complete list of references include Schuler, 1996; Gurstein, 2000; Foth, et al., 2011).

The objective of this paper is to analyze organizations (Digital Infomediaries or Digital Civic Entrepreneurs) that are involved in the development and service provision of such technologies. New media technologies have the potential to facilitate direct co-production of information as well as to stimulate civic engagement and public policy discourse. By doing so, digital infomediaries have the capability to greatly shape the type of community engagement that occur. In addition, organizations which create software, web-based services or “apps” for civic engagement and participatory sensing also have a great deal of influence by empowering residents to tap into the data pipe about their communities and to submit information about their communities for planning and operational management. Such organizations may be non-profit or for-profit and may very well be composed of a single passionate person skilled in information technology.

By using a web mining approach, we will identify a sample of digital infomediaries to understand the nature of these organizations including size, purpose and mission, history, funding sources, organizational structure, method of operation, and the types of community data and engagement services offered. We will also present the results of a clustering analysis to group infomediaries for the purposes of policy formation and monitoring as well as a social network analysis to understand the nature of their relationship with community-based organizations and citizens.

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Urban Activity Landscape: Real Time Monitoring of Individual Daily Activities in a Metropolitan Area

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Keywords: urban activity landscapes, mobile phone traces, travel survey

Understanding individual activity patterns is essential for travel demand modeling and urban management. The last two decades have seen an explosion in the deployment of pervasive systems like cellular networks that produce massive amounts of real-time data related to people and cities. These novel datasets provide researchers a new opportunity to understand the real-time behaviors of millions of individuals with broad spatial and temporal coverage. This research introduces a new methodology to infer an individual's activities from mobile phone traces, which allows to detect, visualize, and examine urban activity landscapes in a metropolitan area spatially and temporally and thus provide real-time decision support for the city.

The major datasets used in this study include a large mobile phone trace dataset, a most recent household travel diary survey, and GIS layers of all common activity centers in the Boston Metropolitan Area. Based on these data, we develop classification models to project individual activities with information that are normally provided by mobile phone data, and apply the modeling results to mobile phone traces of over 20 thousand users to extract the embedded activity information and visualize the evolution of activity landscapes in the region over time. The variation of activity patterns across different user clusters is also analyzed to explore the relationship between daily activity patterns and residential locations.

This study provides a new perspective in understanding the spatial-temporal activity patterns of millions of individuals within a metropolitan area. It also demonstrates the potential, and the challenges, of integrating large-scale mobile phone trace data with traditional household travel survey to improve transportation planning and urban management.

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The Role of Online Neighborhood Forums in Creating Self-organized and Resilient Communities

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Keywords: information technology, complexity, resiliency, social networks

Cities have co-evolutionary and dynamic behavior (Gert de Roo 2010), and to deal with such dynamics we need self-organized systems that are adaptive and can coevolve with these uncertain situations (Gert de Roo 2010; Batty 2007). Networks can enhance systems' resiliency and adaptability through creating powerful linkages and augmenting information sharing and dialogue on local issues (Innes& Boohar 2010).

In this paper, we examine ways in which Information Technology affects creation of selforganized networks by focusing on three neighborhood Facebook groups in New York City, New York; Denver, Colorado; and Santa Rosa, California. We primarily explore two questions; (a) how are people connected in the network, and (b) how does the network affect local information sharing and dialogue among participants.

We use NetVizz, a Facebook data extraction tool, and NCapture, a browser extension for capturing web content, to extract the online data from the Facebook groups. To analyze the extracted data, we use Gephi application and NVivo software. We apply Gephi to visually and statistically explore the degree in which people are connected together in the network, how different communities are clustered and how they are connected in the network, how dense is the network, and how strongly people are connected within the network. We also use NVivo to qualitatively analyze and categorize the common themes being discussed in the group. Moreover, we conduct an online close-ended survey to explore ways in which the Facebook groups affect neighbors' communications and collaborations. We also use SPSS software to quantitatively analyze the results of the survey.

While our research is ongoing, our preliminary findings show that the online neighbourhood groups can enhance the creation of self-organized communities through facilitating the establishment of well-connected networks and collaboration among online participants. However, besides dismissing non-Internet users of neighborhoods, there are issues with anonymity of online participants which can lead to conflicts and miss-trust in such communities.

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Smartphone Retail Surveying in Spatial Planning

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Keywords: surveying, GPS, GIS, retail, planning

In Poland retailing is being surveyed by Central Statistical Office, but the data collected is first of all not easily accessible and secondly not precisely georeferenced. In 2008 the author has completed the PhD research titled “Impact of shopping centres on downtown structures”. At that time the spatial dispersion data of retailing in one of Polish cities – Gdynia – was collected using a simple pen and paper survey method. It was later on aided by computer software at the final stage. This survey aimed to compare that retail structure with previous data from 1998 and analyse the changes.

Last year an improvement to the surveying method has been made. A designated application for Android smartphones was developed in order to collect the data. For this purpose a method in categorisation of the retail outlets was also introduced, that included the needs for classifying the retail structures in spatial analysis as well as classification on national level.

The developed Android application was used to repeat the above survey in 2012 in Gdynia for monitoring purposes. It also was successfully implemented in a commercial work for spatial analysis of one of Polish cities (Elblag) in order to evaluate its retailing structure and potential for future investment.

This paper describes the methods used in developing the application and data collection process. It explores the potential opportunities and limitations of such approach and its value as a spatial planning tool for data collection. It sets questions on the other possible uses, availability to other users and crowdsourcing as a future method of data collection.

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SESSION 11-6 Smart Cities

Using Digital Technologies to Study Domestic Energy Demand Strategies through Occupants' Time-space Paths

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Keywords: digital technologies, energy demand, framework plans

People create the demand for energy in our homes, but the physical properties of buildings are used to predict domestic energy demand. This paper will propose a framework for studying the variation in domestic energy consumption as a function of time spent in the home. Studies into the physical makeup of dwellings have formed domestic energy models in use throughout the Western World, but there is still much variation between dwellings that should, as designed, consume similar amounts of energy. Connecting time use and energy demand up to the present has relied on the calculation of energy demand from time use surveys or the calculation of activities from energy meter readings.

Space-time geographies of human activity introduced by Hagerstrand (1970), re-emphasised by Thrift and Pred (1981) and used for energy consumption estimation using time use diaries studies in Carlstein et al. (1978) through to Karlsson and Ellegård (2009). In the last 15 years, the use of time-geography using more automated ways of collection, such as location-based data in town planning and urban design by Buliung and Kanaroglou (2006) and Kwan (2002).

It is therefore necessary to understand the impact on domestic energy demand from actual time spent in the home and adopt policy strategies on energy demand reduction based on energy-demanding human actions as well as energy-demanding physical constructs. There is a lack of assessment instruments that are available to planners, designers, and developers that try to predict how a resident population might create energy demand in seemingly similar dwellings. This paper proposes an assessment framework for regions and urban neighbourhoods that can be used in developing relevant planning policy and assessing energy demand reduction strategies. Finally, the paper discusses how information collated from digital technologies such as Global Positioning System (GPS) loggers and geocoded land use databases could inform the writing of development planning documents in England, and Greater London in particular.

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Making Smart Cities Work in the Face of Conflicts: Lessons from Practitioners of South Korea's U-City projects

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Keywords: smart cities, U-City, planning practice, collaborative approach, decision-making

The aim of this research is to investigate a decision-making process in the development of smart cities, and develop implementation strategies based on the implications of working relationship and practical agreements in South Korea's U-City projects. There is a wide acknowledgement that the scope of smart cities in practice is 'shrinking' due to its operational difficulties in the real-life contexts. For the last decade, planners have faced the complex challenges on how to translate the idealism and utopianism of smart cities into the reality and develop an empirical framework to apply the ICT concept of smart cities to planning practice.

The practice of smart cities in Korea has developed a particular development form of smart cities so called 'U-City'; (1) implemented by public corporations; (2) limited to public sector services; and (3) mostly applied to large-scale new town development projects. This is because smart cities in Korea have been developed by a government-led approach, but the construction costs need to be covered by development profits from large-scale development projects. The tension between hierarchy and market modes of governance in the U-City development has caused conflicts between multiple stakeholders, especially in the face of political inequality in the decision-making process. There are four key stakeholders in the development of U-City projects; public corporation (developer), local authorities (operator), ICT companies (technology provider) and local residents (end-users). However, as U-City projects target a 'new' town development, it is practically impossible to bring extensive involvements from future residents who do not exist in the time of the development. In the process of U-City project implementation, ICT companies have played an actual role of facilitator or negotiator in between the two major stakeholders, public corporation and local authorities.

This research uses a smart city development controversy in South Korea to show how planners who work with smart city projects can learn from experienced smart city consultants in practice. The research draws a result from a 7-year observation as a smart city practitioner and a series of interviews (oral history methods) with U-City project managers in an ICT company in Korea. The research shows that poorly-managed conflicts in the decision-making process diminish what we believe smart cities can do, weaken potential of smart cities, and discourage future improvements. Apart from improving consensus-building processes, a possible suggestion could be to provide a suite of rating systems for the design, construction and operation of smart cities, similar to LEED, to make everybody's expectation equal in the political arena.

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Urban Planning in an Emerging Smart World: Exploration of New Planning Solutions and its Future in China

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Keywords: smart city, urban planning, urban development, urbanization

This paper is to discuss the potential change of planning methods in China in the context of Smart City by examining the limitation of traditional planning methods under rapid urbanization and recent application of new Information and Communication Technologies (ICT) tools in planning practice in name of Smart City, and investigating the expectation and difficulties of applying such new instruments. With over 100 Chinese cities announcing their Smart City programs in recent few years, it has been popular for Chinese cities to improve development performance by applying new ICT. However, Smart City is still a vague concept implying diverse meanings and solutions due to different intentions around the world. Particularly in a country undergoing a rapid urbanization period, Smart City faces different urban problems with European countries. Apart from that, the new ICT elements added to existed society inevitably increases the complexity of urban system and the demand of new urban solutions. There are some perspicacious planning agencies and planners having practiced to seize the opportunities brought about by recent ICT development, so that new cognition and solutions for urban problems can be explored. It supposes three layers which are Technology Noumenon, Technology Cognition, and Professional Cognition corresponding to ICT, Smart City, and Smart Urban Planning. All these three layers are closely related to urbanization. As reactions upon contradictions embedded within urbanization, urban planning seeks Professional Cognition which determines the direction of its change, from Technology Noumenon and Technology Cognition. In line of this, the research is to: 1) analyze different understanding of Smart City from the academic, business, and practical dimension; 2) study various smart city initiatives and their implications of urban problems in China; 3) discuss the challenges that planning faces under rapid urbanization and the opportunities offered by ICT; 4) analyze the expectations, the current application and difficulties of applying new ICT in planning in China; 5) discuss the future trend and possibility of planning method change in the context of Smart City. It expects that traditional planning theories, methods and experiences are subject to change in the context of Smart City. Such changes will significantly impact future planning practice and planning education.

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A Clean Slate: Tablet Computing as a Means to Personal Mapping and Geographic Awareness

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Keywords: tablet computing, spatial awareness, field study

Travel is a valuable experience for a student of environmental design, and the tradition of the 'sketching trip' is implicitly integrated into a broader design culture. New computational technologies are bringing new energy into this tradition. In this paper, the authors will chronicle the development and testing of a travel oriented 'application' developed with at the authors' host university. The 'application' developed features the integration of tablet captured photos, video, tablet drawn sketches, field recorded audio files, and a global positioning tracking system into a package that allows the user to organize information and media in an efficient and an arguably 'travel-friendly' interface.

Seventeen students participated in the first stage of the testing within the context of a studio-based course in beginning environmental design, with a field trip to a major metropolitan area as a planned enrichment activity.

Integration with geospatial mapping applications into the graphic interface enhanced the user experience, allowing the user to literally 're-trace' their steps through the field trip sites, noting the locations in which they used the tablet to take a still photograph, or construct a sketch.

Unique to this new application includes integration with the host university's student information system, which allows for sharing content between travelers and adding students to the trip, a backend server for synchronizing the data for archival and presentation purposes, and the integration of a sketching platform to provide an inclusive package.

Leading a group of any size in a new place, assessing good places to stop and photograph, sketch, and discuss often benefits from previous experience, as well as extensive mapping and travel planning. However, the educational experience for the student can be a figurative 'whirlwind', with geographic orientation and spatial awareness lost. Students in these situations often blindly follow their travel leader and try to take in the new information that chosen spaces and places offer. The application begins to address these learning activities and phenomena well.

The ability for this tablet based technology and interface to both map ahead and re-trace these steps is argued by the authors to have tremendous value for the education of an emerging environmental designer. The value of bundling and geographically organizing of travel media including photographs, sketches, notes, audio files, and short video clips is implicitly found in the preliminary results from the authors' travel experiences with students.

Constructing the Model of Evaluating the Efficiency of Space Allocating Public Facilities in Towns

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Keywords: towns, public facilities, supply efficiency, evaluation model

There are 36870 towns in China, with more than 800 million people living there. However, the standard of allocating public facilities in towns is too simple in a long time. In addition, most of the researches are qualitative based on policies and principles, few are quantitative researches according to scale and level. Moreover, the existing quantitative researches are generally confined to the specific case under certain circumstances, which is not universal, and lack of quantitative evaluation indicators system. What's more, most of the domestic and foreign researches only consider supply amount and localization, rather than evaluating the reasonability and adaptability of public facilities from the angle of users, let alone the research based on supply efficiency considering supply amount and quality at the same time. The possible result is that the coverage of public services insufficient, or the low efficiency.

This article is based on investigation of indicators of allocating public facilities in a large number of towns, combined with the empirical study of the specific planning and construction. Math model is utilized to analyze quantitatively space allocation of public facilities in towns and its efficiency, in order to direct the optimize allocation of public facilities in towns, and to make up for the defects of rigid indicators. 100 towns in Hubei Province are taken as example, from which abundant micro data was collected, including level of facilities, coverage, amount of service population, amount of users, average distance of users, user evaluation and so forth. Preliminary processing was implemented, and the impact factors affecting the efficiency of the service were gained by using factor analysis and matrix correlation analysis. The main impact factors were extracted through principal component analysis. Then, a regression model was established based on least squares method; this model reflects the relationship between the factors and the efficiency of the service. When using this model to estimate the service efficiency of the various objects in our survey data and by statistical tests, the results are very consistent with the actual situation which is observed from the survey data, which further verified the validity of this evaluation model.

The model is able to help evaluating the reasonability and adaptability of allocating public facilities scientifically, to reveal the inherent law between the service efficiency and space layout, and to direct the construction of effective public facilities system in towns.

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SESSION 11-7 Volunteered Geographic Information

Promoting Social Networking in Local Disaster Management

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Keywords: emergency response, communication, crowdsourcing, GIS

The paper investigates how the using of networking tools could enhance communication between authorities and the public in emergencies.

Usually, the emergency response is conducted for, not with, the community (Laughy, 1991). The public could have two roles in risk management: they could be a source of risk - e.g., misbehaviour may increase the risk factors – or they could be important in handling risk, e.g., people could warn of dangers or could search information in order to save life and properties.

Thus, communicating advice and guidance stands as one of the most important available tool in managing a risk. We presents a selection of cases study of how networking tools have changed the mindset of community members – changing them from victims to community resources. With the spread of web 2.0, users become active participants rather than observers (Pearce, 2002). For instance, web mapping applications like Google Maps had an important role in cartography diffusion on web and in short time Google and other similar services became mass tools. Maps and networking can be used to inform about the location and extension of a fire, a traffic accident or other events that require public attention. Social media can aid in suggesting the public to avoid such places as well as suggesting alternative roads to avoid or safely pass by dangerous sites without being affected.

Similarly, people may act collaboratively with the authorities. There is an increasing use of the bottom-up approach in which people share information on different platforms: from an “emotional” participation (persons who upload photos and video during disastrous events) to a “conscious” participation, where the information is shared with a community to solve a problem. There are also those claiming that too precise information could lead to that persons from curiosity, or for criminal reasons, enter into the catastrophe areas.

Overall, we suggest the positive impact of social networking on collaborative behaviour during risk situation. We further want to suggest how such interaction should be implemented to achieve such positive results. Further will be studied the importance to integrate disaster management and community planning help of modern Geographical Information Systems (GIS) as to facilitate planning for safety but also effective emergency response in case of an emergency or catastrophe.

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Place, I Care! Crowdsourcing Planning Information

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This contribution presents Place, I care! a new geographic social networking platform which can be used in urban and regional planning processes (Campagna et Al, 2012). The platform, which is developed within a collaborative research project between the University of Cagliari and the Tomsk Polytechnic University, has been designed as a Volunteered Geographic Information (VGI, Goodchild, 2007; Sui et Al, 2013) planning support tools for collecting information from interested citizens about the physical, environmental and social space, and supporting the dialogue about urban and environmental issues in a collaborative and participatory manner. Two pilot case studies recently carried on in Cagliari, Italy, are presented discussing the platform main features, the informative potential of collected information for planning, and the behavior and attitude of the participants. Moreover, in the light of possible different public participation and collaboration settings other possible use-cases are discussed with relevance for urban planning practice and education initiatives. The contribution aims at demonstrating that the availability and use of reliable VGI tools in combination with Spatial Data Infrastructure interoperable data and service (Campagna and Craglia, 2012) may open new opportunities for planners as well as new research challenges in order to use the Big Data availability as base for robust, transparent, and real-time democratic decision-making in spatial planning.

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Identifying Dynamic Place Themes from Human Activities and POIs

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Keywords: space-time, thematic places, human activities, points-of-interest, data mining

For decades, urban researchers have long hypothesized that characteristics and quality of a place in a city are not only confined by its physical artefacts (e.g. buildings, roads, and land), but also by the human activities occurring among those artefacts in space and time (Lynch 1976, p72). Testing such a hypothesis in a quantitative and measurable way was extremely difficult in the past, when it was impossible to track human activities in space and time at large scales before the information and communication technologies (ICT) gained dominance (Goodchild & Janelle 1984). As mobile devices now become ubiquitous and capable of tracking human activities and movements in cities, great interest has been augmented to test this long speculated hypothesis by using massive geo-spatial data on human activities (Cranshaw et al. 2012). Nevertheless, few studies have focused on the temporal dimension to characterize places.

In this paper, we hold the same hypothesis maintained by Lynch (1976), select Singapore as a case study, and utilize points-of-interest (POI) data and the Skyhook SpotRank data for the analysis. Based on spatiotemporal human activity patterns in the city, as well as the functional categories of POIs, we employ data mining and machine learning methods, such as topic models and clustering algorithms, to detect and identify thematic places in different times-of-day in a week. Skyhook SpotRank data, representing human activities by measures of location requests from anonymous mobile devices, are gathered through the normal operation of the Skyhook Core Location Service. The data were aggregated and normalized to indices by 168 hours in a canonical week, at the 100m × 100m grid cell scale (Skyhook 2012). The POI data, including POI names, locations, and categories, were obtained from various online user generated platforms.

By integrating new sources of big geo-spatial data at large scales and developing a new method presented here, we identify the thematic places in space and time to understand the complexity and dynamics of the city. As Lynch pointed out, physical design and planning were in a broader perspective “planning the form of behavior ...in space”, and “managing the changing form of objects and the standing patterns of human activity in space and time together” (Lynch 1976, p72). This study provides new possibilities for planners and designers to understand the city dynamics comprehensively, and allows them to plan physical interventions for better functions and styles of places with careful consideration of time.

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Volunteered Geographic Information and Legalization Process of Informal Housing in Croatia - Empowering Citizens for Collaborative Decision-making

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Keywords: volunteered geographic information, legalization process, interactive planning, collaborative planning, Croatia

This paper presents arguments for and development of spatial planning online support tool based on volunteered geographic information. The aim of the tool is to facilitate more collaborative decision-making process during legalization of informal construction in Croatia, which is possibly one of the most prominent recent public policies in Croatia. According to the Legalization Act (2012) owners have the possibility to legalize their housing units within one year. As such, it is a high-profile public case with a lot of media attention, providing a unique platform for demystifying spatial planning. The Legalization Act (2012) distributes legalization fees between local and national government level, providing the opportunity for empowering citizens for active participation. However, it seems that opportunity is being completely missed out. Therefore, the paper provides an example of an informal action supporting citizens to participate in local planning. The action aims to represent planning as an interactive social practice and to encourage citizens to recognize the value of their practical knowledge in the planning process. At the same time, it represents an attempt to complement an established political-administrative modus operandi in planning with the innovative, open and communicative web-based approach.

The current Croatian legalization process is used as a context. One of its biggest challenges is understanding how the income generated by legalization fees should be used in order to improve lives of local communities. The project is based on the idea that informal construction is in many cases a system error and, moving beyond the issue of individual culpability, it offers the possibility of reinvesting legalization revenues directly in the local community. However, decision-making process is unclear and does not support collaborative planning. As a response, the developed tool acts in two directions – it provides updated information to the local communities on the status of legalization processes as described by citizens (volunteered geographic information) and at the same time it acts as a platform for open discussion on the developmental needs and investment priorities.

Finally, this paper presents the tool which enables both spatial analysis and participative planning, serving as a common platform for citizens, professional planners and local policy makers to act in real time, increase institutional effectiveness and formulate in the collaborative manner the citizen's gains.

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Crowd Sourcing and Remote Sensing in Detecting Post-Earthquake Building Damage in Urban Areas

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Keywords: Crowd Sourced data (CS), Remote Sensing data (RS), data integration, earthquake occurrence, building damage detection

Results will be presented of a study which investigated the role of Crowd Sourced (CS) data and Remote Sensing (RS) in building damage detection after an earthquake in densely populated urban areas. In addition to the application of pre and post-earthquake very high resolution satellite images (RS data) for this purpose, Crowd Source data which is provided by individuals in affected areas is utilized to improve the accuracy of the assessment of damages inflicted on buildings. CS and RS data are integrated and the use of CS data in rapid building damage assessment is evaluated. The accuracy level of the outputs is measured using cross-tabulation analysis. This analysis demonstrates the accuracy levels of 24.55% to 53.13% for the outputs with the application of RS data in 7 stations in Bam City, Iran, when compared to the Actual Earthquake (AE) data from 2003 earthquake. We found that the damage detection in regular and structured urban areas with one or two different types of buildings is much better than in the irregular, unstructured, and heterogeneous areas that have many different types of buildings. Furthermore, the application of the integrated CS and RS data shows the increase of accuracy level from 24.55% to 82.20% for CS value in 400 meters buffer around a specific centre, from 24.55% to 35.45% for 50 meters buffer around each CS data, and from 24.55% to 26.33% for CS direct value of building damage detected. The study suggests that the CS data is a valuable source of information to be applied in damage detection in local scales (such as the 400 meters buffer) when buildings are categorized in two classes of damaged and undamaged, specifically in urban areas with many different types of buildings.

SESSION 11-8 Spatial Analysis in Urban and Regional Planning 1

The Geo-spatial Analysis and Decision-making in Urban Planning

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Keywords: geo-spatial analysis, policy-making, urban planning

This article deals with the Geo-spatial analysis and policy-making for urban planning. The authors regard that the urban morphology is some kind of fractal and use the fractal theory to make description for it. Firstly, the authors use Geographic Information System (GIS) method to handle the spatial data to meet the requirement of fractal analysis. Then, the authors use some fractal method to calculate the morph fractal dimension, thus all the morph in maps of an urban can be expressed in dimension value which can be compared with. Finally, the authors analyse the dimension to find some rules or geographical features reflecting from the dimension values and use the values to urban planning. The fractal dimension can be used to urban planning schedule designing, comparing, evaluating as well as policy-making in optimization or alternatives. In this research, an urban planning project is used as a case to study, test and verify the ideas and methods to create Geo-spatial analysis and policy-making method in urban planning.

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Reclassification of Sustainable Neighborhoods: An Opportunity Indicator Analysis in Baltimore Metropolitan Area

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Keywords: factor analysis, cluster analysis, sustainable neighborhoods

The Sustainable neighborhoods” has become widely proposed objective of urban planners, scholars, and local government agencies. However, after decades of discussion, there is still no consensus on the definition of sustainable neighborhoods (Sawicki and Flynn, 1996; Dluhy and Swartz 2006; Song and Knaap, 2007; Galster 2010). To gain new information on this issue, this paper develops a quantitative method for classifying neighborhood types. It starts by measuring a set of more than 100 neighborhood sustainable indicators. The initial set of indicators includes employment and labor force, education, social mobility, health care, crime, and environment. Data are gathered from various sources, including the National Center for Smart Growth (NCSG) data inventory, U.S. Census, Bureau of Economic Analysis (BEA), Environmental Protection Agency (EPA), many government agencies and private vendors. GIS mapping is used to visualize and identify variations in neighborhood attributes at the most detailed level (e.g census blocks). Factor analysis is then used to reduce the number of indicators to a small set of dimensions that capture essential differences in neighborhood types in terms of social, economic, and environmental dimensions. These factors loadings are used as inputs to a cluster analysis to identify unique neighborhood types. Finally, different types of neighborhoods are visualized using a GIS tool for further evaluation.

The proposed quantitative analysis will help illustrate variations in neighborhood types and their spatial patterns in the Baltimore-Washington region. This framework offers new insights on what is a sustainable neighborhood.

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A Spatial Diagnosis Tool for Analysing, Classifying and Identifying Improvement Strategies on Deprived Neighbourhoods

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Keywords: deprived neighbourhoods, network configuration, street intervisibility

In 2007 the Dutch minister Ella Vogelaar from the ministry of dwelling, neighbourhood and integration appointed 40 neighbourhoods in the Netherlands on a priority list for improvements. These neighbourhoods were selected on basis on their inhabitants' income, degree of lower income ethnicity groups, crime rates and economic problems. Already report and strategic plans have been made for each neighbourhood. However, the focus is most on social issues. Spatial improvements are implemented based on weak scientific evidence. We felt a throughout spatial diagnosis was missing.

Therefore, a space syntax analyses was carried out of all 40 neighbourhoods. Various micro and macro scale tools were applied. As it turns out from the analyses, the areas can be classified in four groups, based on their spatial properties. The first group have spatial well-integrated streets and buildings directly connected to streets. These areas suffer with the problem of low technical standard on the buildings and too small dwellings. The second group has a well-integrated street net, but the building entrances poorly connected to streets or building entrances are on only one side of the street. The third group has poorly integrated street net, but the entrances are directly connected to streets and streets are inter-visible. The fourth group has poorly integrated as well as inter-visible streets.

Based on these four classifications, strategic plans for spatial improvement can be made. In the first group a large potential for gentrification is present. In neighbourhoods belonging under the second group, buildings with active frontages towards streets need to be enhanced to aggregate street life. For neighbourhoods in the third group, some new connections can be made for increasing the street vitality in the area. The last group need to make a throughout spatial improvement on active frontage level as well as street level to improve the street vitality on all scale levels. If there is no place boundness to the area, then the best is to tear down the whole area and start all over again. If not, a lot of resources are needed to keep up a social program in the area.

This contribution aims to bring these research results further into the urban renewal and planning discussion. The outcome is a design and strategic planning checklist on how to plan and design a safe and vital urban area based on the analyses of the 40 problem neighbourhoods.

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[Accessed 12 march 2012]

What Election Campaign Lawn Signs Indicate: Estimating Demographic Characteristics from Publically Observable Neighborhood Phenomena

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Keywords: demographics, neighborhood indicators, survey

Are non-English-speaking people moving into my neighborhood? Are there more college kids on my block than there were last year? How many households next to the railroad tracks are in poverty? To answer these types of questions in the US, policy makers, activists and others interested in their neighborhood usually turn to the decennial US Census or the American Community Survey (ACS). However, these sources are limited by geography – data is reported only for predetermined areas – and by scope – data is assembled into tables based of predefined characteristics. Often, people want to know the information, not for a census tract but for the 8 blocks that will be affected by a vote at the city council or the properties within a mile of a large park or industrial site. In addition, their interests are not limited to the characteristics collected and reported by the Census Bureau. They extend beyond that to health, recreation, employment and other characteristics. This research builds upon the investigation of neighborhood indicators (e.g., Galster et al. 2005, Sawicki and Flynn 1996) to develop stable, universal relationships between publically observable neighborhood phenomena and meaningful demographic characteristics. To demonstrate the possibility of this method, I have looked at one observable phenomenon: election campaign yard signs. I have found significant relationships between this phenomenon and several demographic characteristics. The significance of these associations indicates that it is possible to develop a set of relationships that will allow community members to conduct low-cost, observational surveys to determine key characteristics of area residents.

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SESSION 11-9 Spatial Analysis in Urban and Regional Planning 2

Distributional Impact and the Paths of Destruction in a Catastrophic Event: An Integrated GIS-SAM-SPA Approach

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Keywords: disaster planning, economic impact analysis, Geographic Information Systems

Lacking resources to cushion impacts, the poor were susceptible to natural disasters, a problem for which we propose structural path analysis (SPA) to identify the sources of their vulnerability. Focusing on key transmission paths to help policymakers allocate resources more efficiently during an emergency, our study proceeds in three steps. The first step employs Geographic Information Systems (GIS) to assess direct impacts. Second, the direct impact estimates are fed into a Social Accounting Matrix (SAM) model to estimate the ripple effects generated by the region's transaction networks. Because the SAM is a general equilibrium datasytem, in the final step path analysis is deployed to identify the whole network through which the initial direct impacts are transmitted. Breaking down a multiplier's transaction network, SPA identifies the sources of vulnerability for the poor. New Orleans data in the backdrop of Hurricane Katrina were used as a case study. While the multipliers suggest that New Orleans' poor indeed suffered the most in Katrina's aftermath, the SPA reveals that dependence on Other Properties and Capital incomes were the sources of their vulnerability. Our framework is generalizable. Planners could utilize our approach to prepare for the impact of biological threats such as the H1N1 swine flu pandemic or man-made disasters such as September 11, 2001, terrorist attack. In particular, path analysis facilitates the design of disaster plans intended to minimize economic damages.

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Planning for Resilience in a Changing Climate: Integrating Spatial Analysis and On-line Pollution Inventories to Manage Chemical Releases during Floods

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Keywords: pollution inventories, flood planning, climate change adaptation

Climate change is likely to increase the frequency, duration and intensity of flooding in urban areas around the world, posing a major challenge for planners (IPCC 2012). While scientists are reluctant to attribute individual floods to climate change, there have been indications of the types of challenges that lie ahead with major inundations of urban areas in the USA, UK and Australia over the last two years. When such flooding occurs in industrial zones there is an increased risk that hazardous substances will be released into flood waters posing an added danger to both people and the environment. A well-integrated and coordinated response is required to manage these risks using spatial planning and policy instruments that make the best use of the full range of information available about such hazards. This paper argues that the essential information needed is already available, much of it on-line, through initiatives such as on-line pollution inventories that identify the location of sites where hazardous chemicals are used, created or emitted. We demonstrate how such on-line data can be integrated into a useful spatial risk analysis tool that will assist urban planning, disaster risk management, and climate change adaptation. The paper offers a three-way comparative analysis of the relevant planning and policy instruments already in place in the USA, UK and Australia (Howes 2005). A pilot study of the 2011 Brisbane floods is used as an example of how an integrated spatial risk analysis instrument can be created to provide timely, accessible and valuable information for policymakers, planners and emergency services.

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The Role of Modelling and Simulation in Creating Resilient Cities

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Keywords: modelling, risk, earthquake

Modelling of the likely damage from natural hazards is an essential tool in the quest to create more resilient cities. Over the past twenty years reasonably accurate models have been developed to estimate damage to buildings and infrastructure systems. Most models calculate damages for a hazard event of a particular size and location, such as a 7.2 earthquake on the San Andreas Fault located 60 miles east of Los Angeles. Damage models serve many useful purposes. They are most often used to help communities plan how to plan their emergency response immediately after a hazard event. They can also be useful in evaluating alternative mitigation strategies that might be used to reduce the amount of damage caused by a hazard event. And finally, they can be used to raise public awareness and to educate decision makers about the likely consequences of a hazard event. In this paper we illustrate how earthquake damage modelling can be used to estimate potential damage to existing and future building stocks at the metropolitan scale. We use the HAZUS-MH software package developed by the U.S. Federal Emergency Management Agency (FEMA, 2003) to analyze the impacts of multiple scenario earthquakes in three metropolitan areas. The first step in any damage assessment is to develop an inventory of the property at risk (French and Muthukumar, 2006). The purpose of this analysis is to understand the effectiveness of potential changes to building codes and construction practices that will primarily affect future development (Burby, 1998). Since this analysis will focus on future development, it incorporates a method to forecast the amount and type of buildings for future time periods. These building stock forecasts are driven by population and employment forecasts prepared by metropolitan planning agencies. To address the uncertainty in the effectiveness of possible mitigation techniques, we have developed a sensitivity testing model. The method demonstrated here can help to assess the benefits of the mitigation measures developed through experimental research on seismic vulnerability (Filiatrault et al., 2011). The approach is applied to three metropolitan regions in the US that face a range of seismic hazards: Los Angeles, California; Salt Lake City, Utah and Memphis, Tennessee. Lessons are drawn from these case studies to understand how damage modelling can be used to support the development of more resilient cities.

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Innovative Methods and Tools for Enhanced Modelling of Complexity to Support Spatial Planning: Examples from New Zealand

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Keywords: New Zealand, spatial planning, land use, optimisation, agent-based modelling

Spatial planners are grappling with an increasingly complex and interconnected web of issues such as climate change, resource scarcity, population increase, land use competition, food security, biodiversity conservation, maintenance of ecosystem services and quality of life. Effective spatial planning therefore needs innovative methods and tools that assist planners in evaluating the potential impacts and implications of these interconnected issues and design and test appropriate policies and plans to help navigate them.

In our presentation we will outline an emerging suite of methods and tools that we are developing to help meet some of those emerging needs and applications in New Zealand. They include a land use characterisation and analysis support system, a land use management support and optimisation system, a landscape maintenance and change model, and agent-based modelling to help consider the response of land owners to different agricultural policies.

POSTERS 11

Building Spatial Data Infrastructure for the Effective Distribution and Management of Environmental Data in Armenia

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Keywords: Spatial Data Infrastructures, environmental data sharing, international standards

The effectiveness of decision making when managing issues concerning to sustainable development considerably depends on environmental data support. Spatial data infrastructures (SDI) here are coming with wide range of up-to-date technological solutions as enabling platforms providing a link between data and people. SDIs are being widely used to share, discover, visualize and retrieve geospatial data through Open Geospatial Consortium (OGC) web services (Giuliani G et al, 2011). But the principle objective for developing SDI is to achieve better outcomes from spatially related economic, social and environmental decision-making (Williamson, Wallace, and Rajabifard, 2006).

As a principal research organization engaged in fundamental and applied studies in the area of environmental protection Center for Ecological-Noosphere Studies of NAS RA (CENS) widely employed GIS technologies to manage environmental issues. Huge datasets of spatial-temporally registered environmental metadata are partly stored in file-based multiscale geodatabases and no data management strategy exists.

This paper presents the the first steps toward the development of the SDI at CENS for the efficient data management and data sharing adopting international standards from OGC (WMS, WFS, WCS) and the International Organization for Standardization (ISO 19139, 19115). As a key provider of geospatial environmental data in Armenia CENS could efficiently manage its growing set of geospatial data, either could serve data to stakeholders more efficiently.

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How Do Latent Orders Determine Residential Dynamics Of Minorities In East-London?

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Keywords: minorities, residential dynamics, East-London

Religious groups have become a salient factor of urban residential dynamics in Western society. The residential decisions of the sect's members follow, at least in part, the directives of the leaders, and the latter are interested in reinforcing their power through group segregation and social exclusion. What is the dynamic of residential competition between groups and a society of individuals? Can individualistic Western society withstand the pressure of a sect that decides to "seize" a neighborhood? Will the city pattern turn into a network of voluntary ghettos within a retreating pluralistic society? This study will investigate these questions in east London, where minorities preserve tradition based on family ties in compact areas. The main objective of the research is to recognize latent orders that determine residential dynamics of minorities, spotlighting in high resolution the role of group versus individual residential behavior and investigates its effect with regards to Private and Community housing. The objective of the proposed presentation is to validate stretch hypothesis by comparing Census 2001 and 2012 door to door survey in sub-postcode E1.1 and E1.7, London, populated mostly by unregistered minorities, identified by door to door survey: 4656 Families out of 3186 Flats were cooperative (About 72-74%). The methodology employed to develop the project, will be base on a wide range of multidisciplinary approach, from scaling to econometric and statistical models, high-resolution socio-spatial analysis GIS of human behavior, development of model-based simulations for the chosen postcodes, dynamics of complex geographic systems, comparison of stated with the revealed preferences (Sheskin, 2007), non-economic relationships theory (Sakoda, 1971; Schelling, 1971) and the application of public policy theories to the collectives of human decision-makers.

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Crowd Sourcing and Remote Sensing in Detecting Post-Earthquake Building Damage in Urban Areas

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Key words: Crowd Sourced data (CS), Remote Sensing data (RS), data integration, earthquake occurrence, building damage detection.

This poster will present the results of a study which investigated the role of Crowd Sourced (CS) data and Remote Sensing (RS) in building damage detection after an earthquake in densely populated urban areas. In addition to the application of pre and post-earthquake very high resolution satellite images (RS data) for this purpose, Crowd Source data which is provided by individuals in affected areas is utilized to improve the accuracy of the assessment of damages inflicted on buildings. CS and RS data are integrated and the use of CS data in rapid building damage assessment is evaluated. The accuracy level of the outputs is measured using cross-tabulation analysis. This analysis demonstrates the accuracy levels of 24.55% to 53.13% for the outputs with the application of RS data in 7 stations in Bam City, Iran, when compared to the Actual Earthquake (AE) data from 2003 earthquake. We found that the damage detection in regular and structured urban areas with one or two different types of buildings is much better than in the irregular, unstructured, and heterogeneous areas that have many different types of buildings. Furthermore, the application of the integrated CS and RS data shows the increase of accuracy level from 24.55% to 82.20% for CS value in 400 meters buffer around a specific centre, from 24.55% to 35.45% for 50 meters buffer around each CS data, and from 24.55% to 26.33% for CS direct value of building damage detected. The study suggests that the CS data is a valuable source of information to be applied in damage detection in local scales (such as the 400 meters buffer) when buildings are categorized in two classes of damaged and undamaged, specifically in urban areas with many different types of buildings.

Smartphone Retail Surveying in Spatial Planning

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Keywords: surveying, GPS, GIS, retail, planning

In Poland retailing is being surveyed by Central Statistical Office, but the data collected is first of all not easily accessible and secondly not precisely georeferenced. In 2008 the author has completed the PhD research titled “Impact of shopping centres on downtown structures”. At that time the spatial dispersion data of retailing in one of Polish cities – Gdynia – was collected using a simple pen and paper survey method. It was later on aided by computer software at the final stage. This survey aimed to compare that retail structure with previous data from 1998 and analyse the changes.

Last year an improvement to the surveying method has been made. A designated application for Android smartphones was developed in order to collect the data. For this purpose a method in categorisation of the retail outlets was also introduced, that included the needs for classifying the retail structures in spatial analysis as well as classification on national level.

The developed Android application was used to repeat the above survey in 2012 in Gdynia for monitoring purposes. It also was successfully implemented in a commercial work for spatial analysis of one of Polish cities (Elblag) in order to evaluate its retailing structure and potential for future investment.

This paper describes the methods used in developing the application and data collection process. It explores the potential opportunities and limitations of such approach and its value as a spatial planning tool for data collection. It sets questions on the other possible uses, availability to other users and crowdsourcing as a future method of data collection.

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Interaction Between Flood Risk Management, Spatial Planning and Development: a Case Study supported by Geographic Information

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Keywords: flood risk management, spatial planning, development, geographic information

Within flood prone areas, flood mitigation measures (structural and non-structural) are developed by various entities. Spatial plans are one of the ways to help alleviate the impact of future flooding. Generally spatial plans should reflect this by limiting development in flood plains. However, it could happen that sometimes the plans allow for development in flood-prone areas. From the development point of view there are questions to be answered, such as what is the development plan in the flood-prone areas? Where does development actually happen? Does it respect the plans? How much development occurred in the flood-prone areas? How much development occurred against what was prescribed by the relevant plan? In this paper, geographic information is collected to answer these questions in the context of the River Dodder Catchment, Ireland. Information with geographic location is an important resource that enhances governance, decision making and promotes sustainable development. Based on the collected geographic information, a study is carried out to examine the relationship between flood risk management, spatial planning and spatial development in the past 20 years. The ambitious aim of this study is the improved coordination of flood management, planning and development in flood-prone areas in the future.

What Election Campaign Lawn Signs Indicate: Estimating Demographic Characteristics from Publically Observable Neighbourhood Phenomena

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Keywords: demographics, neighbourhood indicators, survey

Are non-English-speaking people moving into my neighborhood? Are there more college kids on my block than there were last year? How many households next to the railroad tracks are in poverty? To answer these types of questions in the US, policy makers, activists and others interested in their neighborhood usually turn to the decennial US Census or the American Community Survey (ACS). However, these sources are limited by geography – data is reported only for predetermined areas – and by scope – data is assembled into tables based of predefined characteristics. Often, people want to know the information, not for a census tract but for the 8 blocks that will be affected by a vote at the city council or the properties within a mile of a large park or industrial site. In addition, their interests are not limited to the characteristics collected and reported by the Census Bureau. They extend beyond that to health, recreation, employment and other characteristics. This research builds upon the investigation of neighborhood indicators (e.g., Galster et al. 2005, Sawicki and Flynn 1996) to develop stable, universal relationships between publically observable neighborhood phenomena and meaningful demographic characteristics. To demonstrate the possibility of this method, I have looked at one observable phenomenon: election campaign yard signs. I have found significant relationships between this phenomenon and several demographic characteristics. The significance of these associations indicates that it is possible to develop a set of relationships that will allow community members to conduct low-cost, observational surveys to determine key characteristics of area residents.

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Sawicki, D.S.. and Flynn, P. 1996. Neighbourhood indicators: A review of the literature and an assessment of conceptual and methodological issues. *Journal of the American Planning Association*, 62(2), pp. 165-83.

Decision-Making about Time Sequence in Urban Regeneration by Multiple Factors Overlapped Analysis

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Key words: Multiple Factors Overlapped Analysis Method, time sequence, urban regeneration, GIS.

As a popular spatial information analyzing method widely adopted in geography and other spatial related sciences, Multiple Factors Overlapped Analysis (MFOA) can show the intuitively clear outcome of an event, decision or situation complicated influenced by multiple factors, which makes it perfectly suitable for being applied in decision-making process of urban planning field.

In this study, the MFOA is adopted in the decision-making process about the sequence of different blocks during urban regeneration in Funan County, China. Since China's urban regeneration is greatly involved in enormous money, including compensation for demolition, construction fee for previous inhabitant's relocated houses, etc, the sequence of demolition and reconstruction of different blocks in a old urban district could dramatically affects the economy of the whole regeneration project. Consequently, making a rational and economic decision about the sequence of blocks is of prime importance.

Nevertheless, the factors influencing the economy of the regeneration sequence are countless, several dominant factors are selected in this study and the weight of factor are given by qualitative analysis, such as expert counseling, related government officer counseling, related literature and regulation review, etc. Hence, these dominant factors include land cadastral attribute, quality of current construction, FAR (Floor Area Ratio), population density, distance from business center, distance from natural environment, etc. Then, through detailed investigation in Funan County, China, all spatial information of these factors in different blocks were put into computer, and be processed by GIS (Geographic Information System) using the MFOA (Multiple Factors Overlapped Analysis). At last, the outcome clearly shows the degree of the pay and gain of regenerating a block. Based on the outcome, the time sequence of different blocks could be decided by the optimal interest principle, which could helps the planner, developer and government officer make a wiser decision in urban regeneration.

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Spatial Analysis for Wind Paths Planning and Management. Case Study of Wuhan City, China

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Keywords: wind path, spatial analysis, 3D modelling, spatial planning

Wind condition is an important element for residents who live in a dense urban area in hot summer. Improved wind condition is believed to be helpful to reduce energy consumption and pollution. Spatial planning with consideration of wind paths is essential especially for cities where surface temperature is high and wind speed is relatively low. In this study, we apply spatial analysis in spatial distribution of open spaces, directions of streets and roads, 3D models of built-up neighborhoods based on quantitative analysis of meteorological data. The spatial analysis outcomes provide solid supports to spatial planning in order to improve wind condition, control building density and building intensity as well as road network and orientation. The GIS based spatial analysis methods are presented and a case study conducted in Wuhan is introduced in this paper.

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The Methods Discussion on Urban Spatial Form Research based on Fractal Theory

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Keywords: fractal theory, spatial form, basic forming unit

Fractal theory has become the frontier of understanding the self-similar regularity of complex system, and also become an effective instrument to study the city's complex system. Its applications include topography distribution regularity, spatial hierarchy size and structure of the urban system, city form and structure, spatial expansion, circulation and evolution mechanism. In urban planning, fractal theory has extended a new research field, and it has been accepted widely. Fractal dimension, as a key quantitative indicator of fractal theory applications, is measured by Hausdorff dimension. According to the formula, the fractal dimensions are same when the basic forming units of two fractal structures are same. This has no relationship with the number of forming units and the interactive and relationship ways of basic unit. However, the Hausdorff dimension formula only adapts to fractal structure with single forming unit, for the fractal structure with diverse forming unit, the calculation result using Hausdorff dimension formula couldn't reflect practical settings. As we known, city takes on fractal structure with diverse forming unit, in order to describe the spatial features objectively and accurately, the author improves the Hausdorff formula, and divides the fractal structure into single and diverse forming unit. Furthermore, based on interactive effect among basic forming unit on fractal dimension, the author proposes the new calculation method for diverse forming unit. Then, the author takes the area in northern Shaanxi as study case to test the its application.

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TRACK 12: PLANNING FOR URBAN REGIONS IN TRANSITION, GROWTH AND SHRINKAGE

SESSION 12-1 Modelling City Development 1

Evaluation of Urban System Planning - The Case of Bengbu City Region

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Keywords: urban system planning, evaluation, public policy, implementation

During recent years, the evaluation of urban planning has been under way in Chinese urban planning management. Urban system planning serves an important role in overcoming myopic regional development. However, due to the complexity of administration levels, influence of social and economic factors, and the difficulty in locating implementation, evaluation of urban system planning in China, has been left blank to some extent. This paper focuses on the evaluation of urban system planning from the perspective of public policy review. Based on the research project of Bengbu city's urban system planning evaluation, we broke down the evaluation process into three levels, respectively goal, policy and factor, and divided the evaluation factors into four systems, evaluating overall development implementation, subordinate plan implementation, constructive plan implementation, and regulative plan implementation of urban system planning, from which we set up an evaluation model, drew the description of Bengbu's urban system planning, and recommended future improvement.

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The Relationship of Regional Sustainability to Compact Urban Form

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Keywords: sustainable development, urban sprawl, structural equation modelling

This paper develops a structural equation model using causal indicators of each of the four pillars of sustainable development. The four pillars of sustainable development are (1) economic viability, (2) social equity, (3) environmental responsibility, and (4) cultural vitality (Hawkes 2001; Nurse 2006). The model is used to determine (1) the level of sustainable development within each CMSA in the United States and (2) to examine the relationship of urban sprawl vs. compact growth to sustainable development. The paper addresses the following questions: Does the implementation of policy producing urban sprawl increase or decrease the level of sustainable development within a metropolitan area? How does the relationship between sprawl and sustainable development change depending on the political and cultural context in the area? Does urban sprawl affect some pillars of sustainable development, e.g. economic viability, more so than others? Data indicating the four-pillars of sustainable development comes primarily from census, industry, and other national data at the CMSA level. A continuum measuring urban sprawl is developed using the growth in population density compared with growth in urbanized land area similar to the work of Foster-Bey 2002.

A significant portion of research examines the environmental, social, economic, and cultural impacts of urban sprawl vs. compact growth, but there is little research examining the trade-offs between these policy areas and how they change depending on political and cultural context. With this paper, I hope to provide some evidence for policymakers interested in justifying policies that promote or limit urban sprawl. Often sustainable development is considered synonymous with compact growth, but there may be instances where the benefits of urban sprawl and its relationship to the political culture and cultural context lead it to be more sustainable than policies meant to restrict growth and increase density.

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Urban shrinkage. Theoretical Reflections and Empirical Evidence from a Southern European Perspective

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Keywords: shrinking cities, urban regions, Italy

Over the last decade, many studies have focused on the demographic and functional decline occurring in several cities throughout the old industrialised countries, both in Europe and in the United States. This process, rapidly dubbed by the international scholarship 'urban shrinkage' (Pallagst et al., 2009), does not seem to present the same features in each country.

This aspect is not clearly underlined in literature, even though some authors recognised the nuanced nature of the phenomenon (Hollander et al., 2009). Particularly, literature does not stress sufficiently the need to collect data at an appropriate geographical scale, identifying the territorial units where the indicators must be assessed: 1) the municipal boundaries do not suit in order to evaluate the shrinking processes, because these ones have often a trans-border nature; 2) the different urban systems can respond differently to the 'global' solicitations, according to their economic basis, social fabric and planning capability (Wiechmann and Pallagst, 2012), showing variable gradients of resilience.

Starting from a critical review of the international literature, which requires to be sharpened in its assumptions and theoretical frameworks, we propose an empirical exercise of interpretation of the Italian urban systems, trying to assess the validity of the concept of 'shrinking city' in a Southern European context.

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Planning for Shrinking Secondary Cities: the Case of South Korea

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Keywords: secondary cities, uneven development, globalization

In today's globalization, a few key large metropolitan areas grow and dominate as the gateway to the internationally integrated economy, while the rest often struggle to attract mobile global capital. Socio-economic polarization thus occurs not only within the global cities, but also across regions within a nation. The implications of such uneven spatial development have been much debated in the urban planning literature (Rondinelli, 1983). Although the pendulum has recently shifted to acknowledging the megacities as the achievers of prosperity within the framework of "global cities" (Davis, 2005), given the increasing social and political tensions the polarization presages, it seems an opportune time to re-emphasize achieving a balanced spatial development for more socially just and sustainable growth.

South Korea is an interesting site for exploring what kind of planning paradigm shift might be needed to successfully plan for the shrinking secondary cities of a post-industrializing country. As a successful late industrializer in the global economy, the country manifests heavily lopsided urbanization: 50% of the total population reside in the Seoul metropolitan area, while most of the other cities have been rapidly shrinking, especially with deindustrialization occurring. Amid the democratization and decentralization, both national and local governments have attempted to develop non-capital regions, without much success.

This paper first introduces some of Korea's national policies, as well as local initiatives, to explore why they have, for the most part, failed to bring about a more balanced spatial development. Then the paper focuses on one of the few successful cases, Andong, which has recently emerged as an important cultural and tourist city after decades of decline. By studying what went differently, the paper is expected to illuminate how Korea needs to change its current planning paradigm, which is dominated by 1) top-down national government-led urban development and 2) a development model driven by local politicians and private capital in pursuit of short-term GDP growth. Perhaps when secondary cities turn aside from focusing solely on economic competition, and seek ways to preserve their own local character and to improve the social and cultural lives of their residents, they will find new opportunities to create more sustainable and resilient development.

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PANEL 12-1 Shrinking cities: International Perspectives and Policy Implications

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When examining shrinking cities one encounters many alternative interpretations of what the shrinkage of cities or regions means: is it a taboo, a planning paradigm, a research agenda, a justification for bulldozing abandoned quarters, or “old wine in new bottles”? A consensus has formed that urban shrinkage is a multidimensional phenomenon encompassing regions, cities, and parts of cities or metropolitan areas that are experiencing a dramatic decline in their economic and social bases, and are facing population losses. Despite the fact that the economic impacts of globalization have a strong influence in producing shrinking cities, economic transformations do not affect all cities and countries in the same way. On the contrary, shrinkage can show very different characteristics depending on national, regional and local contexts.

Shrinking cities are forced to deal with a high level of complexity and uncertainty – even contradiction - when considering potential ways forward. Why is that so? Today they are facing numerous problems, and some appear caught in a situation of stalemate or continuing decline. It is thus not surprising that shrinkage has attracted more attention as a research field in recent years. However, these downswing processes are more complex and need to be viewed from various angles: it is yet unclear why some cities manage a successful turn-around while others remain trapped in a downward spiral. There is consensus that when it comes to a city’s quality of life, much is at stake and many planning decisions of the past seem to have been taken without evidence of potential effectiveness.

In order to fill this blatant gap in planning related knowledge and expertise, an international team of researchers under the umbrella of the Shrinking Cities International Research Network (SCiRNTM) is taking the lead in scholarly research work on shrinking cities in an international perspective. This multinational and multidisciplinary team of urban planners, architects, geographers, transportation engineers, sociologists, policy analysts and practitioners is scrutinizing experiences and case studies from, the USA, Canada, Mexico, Brazil, Germany, France, United Kingdom, South Korea, China, Japan and Australia.

Members of the SCiRN network will discuss different patterns of shrinkage, and respective solutions, in order to offer guidelines for cities’ revitalization efforts all over the globe. Whatever the diverse picture of shrinkage may look like, the roundtable will contribute to redefining land policy and regional governance for the international planning debate.

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SESSION 12-2 Modelling City Development 2

Exclusion on the Urban Periphery: Colonias in Texas' Lower Rio Grande Valley

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Keywords: municipal annexation, poverty, informal settlements, colonias, Texas

Municipal underbounding is the systematic failure of cities to annex surrounding minority communities. Recent analyses of underbounding in the United States have focused on small White southern towns with African American communities along the jurisdictional fringe (Lichter et al. 2007). This article applies similar logic to the study of the exclusion of colonias in the Lower Rio Grande Valley (LRGV) of Texas. These low-income informal settlements, located in the hinterlands of cities, have historically had high rates of poverty, poor housing quality, and insufficient infrastructure and utility services (Anderson 2007; Ward 1999). Using Tiger Files (GIS shapefiles), Summary Files of the US decennial censuses, and GIS technology this project explores the prevalence of the municipal underbounding of colonias. In order contextualize the study, the article begins with a description of city growth and annexation patterns in the LRGV between 1980 and 2010. The article then discusses the results of a logistic regression model estimating the extent to which colonias have been systematically excluded from annexation. The results suggest that municipal underbounding of colonias does in fact occur, with the odds of annexation for census blocks that contain colonias being 57% lower than for those that do not contain colonias. The article concludes with a discussion of the policy implications of these findings, particularly in regards to issues of housing affordability, access, and quality for colonia residents and sustainability for both cities and for the region as a whole.

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Framework and Indicators of Urban Resilience: Assay in the Urban Systems of Caldas da Rainha and Évora

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Keywords: evolutionary resilience, urban systems, resilience indicators

This communication focuses on urban resilience as a descriptor of the (larger or smaller) capacity that cities have to accommodate phases of stabilization or contraction in their development process. Resilience is a dynamic descriptor associated with a continuous process of adjustment (Pendall et al. 2,009), which refutes the equilibrist vision of resilience. We therefore adopt the evolutionary perspective of resilience. That is, "resilience is not conceived as a return to normality, but rather the ability of the complex socio-ecological systems to change, adapt, and, crucially, transform in response to stresses and strains" (Davoudi, 2012, p. 302, citing Carpenter et al. 2005).

This lecture aims to narrow the gaps in measuring the resilience of urban systems, in parallel with the efforts made by Carpenter et al., (2001) and Cutter et al., (2010) among others. Furthermore we will adapt the indicators framework to the context of Portuguese regional urban systems. We attempt to measure the performance and the direction of the changes, as well as to evaluate the level of preparation for desired and undesired changes that urban systems reveal. We analyse the approach to these issues in the literature, dividing the aforementioned analysis in three dimensions: resilience of the economic base, social structure and urban form. Our analysis, however, leaves out other dimensions (such as governance and biophysical aspects) associated with urban resilience. The harmonization of the framework of urban resilience indicators present in the literature with the data found in official statistical sources will also identify potential gaps that these sources may reveal. We subsequently apply the indicators matrix to the towns of Caldas da Rainha and Évora from 2001 to 2011. This period of time allows us to understand the changes in the proposed components and to identify the indicators that increase (or decrease) the level of resilience of both cities.

In brief, our investigation meets three objectives: first, define the framework of principles more commonly associated with urban resilience; second, provide a selection of indicators that embodies the different proposals of measurement; third: apply the indicators matrix in two case studies (the cities of Caldas da Rainha and Évora).

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Spatial Systems Approaching Bifurcation Points. Greece as a Case Study

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Keywords: bifurcation, spatial system, Greece

Spatial systems are constantly evolving although the evolution proceeds in varying paces and not always linearly. The apparently steady-state periods could be seen as temporary phases of this evolution. At certain points, a system reaches conditions of critical importance that can drive it to drastically different stages, even to catastrophe.

Greece is undergoing a period of radical developments already bearing heavy impacts on the economic and social level. The most apparent, and arguably the most decisive, starting point for these developments is the outbreak of the debt crisis in 2010 and the subsequent bailout process with involvement of the IMF and the severe austerity measures. Yet, Greece has been affected by the geo-political developments in the South-East Europe that begun with the transformations in 'Eastern bloc' countries and included the disintegration of Yugoslavia and the expansion of the European Union in the region, most notably including the ascent of Bulgaria to full EU membership. These developments meant a radical degradation of the role of the northern border of Greece. The spatial system of Greece is now merging to varying degrees with the spatial systems of its northern neighbours.

The impact of the economic crisis bears strong similarities to the shrinking cities phenomenon but seems to be wider and therefore different in that it affects the country as a whole and, to a certain degree, the spatial systems of the northern neighbouring countries.

The paper reviews the manifestations of the crisis so far, focusing on the spatial level and zooming in specific activities and various pertinent scales (Kousidonis and Nikoli, 2012). It then discusses the more theoretical questions of what exactly the spatial system is and in what sense, or to which degree, a spatial system reaches a bifurcation point as opposed to the more ordinary changes related to the steady-state phases of the system. On a more practical level, these questions are also discussed in regard of the current conditions of Greece and the new stages to which the spatial system might eventually arrive at, or bifurcate into.

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Strategic Planning Approach for Creating Resilient City - A Case Study in Hangzhou City, China

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Keywords: resilience, adaptive capacity, Hangzhou

Under China's transitional context, a series of social and economic processes, such as industrialization, modernization, globalization and informationization are entwined with the urbanization process, and these processes are expected to be completed in a much short period of time than what has been experienced in the West. During the two last decades, China's urban policies are state institution-directed, growth-oriented, and land-based, imposing unprecedented challenges to sustainability. Strengthening the capacity of cities to manage resilience appears to be a key condition to effectively pursue sustainable development.

The aim of this paper is to explore strategic planning approach for creating resilient city in China through a study of Hangzhou City in an integrated framework. Firstly, the paper seeks a systemic insight over the structure of the Hangzhou city. Secondly, the urban system's trajectory is analysed to understand how the past shaped the present and to get a broader perspective of its evolution. Thirdly, scenario planning was conducted in order to explore the adaptive capacity of Hangzhou city under different future conditions. Last, strategies for resilience planning are discussed, having analysed the past, present and future of the urban system, which enabled to identify factors and trends that might enhance or inhibit adaptability.

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From Crisis to Choice: Reimagining the Future in Shrinking Cities

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Keywords: shrinking city, development

Urban shrinkage is rising to the top of the political agenda in Europe. The Cities of Tomorrow report refers to 'stagnating' and 'shrinking' cities as one of the main challenges for policy and practice. Shrinkage is uneven and some regions fare better than others, but urban shrinkage affects cities in every member state. Current estimates suggest that 40% of all European cities with more than 200,000 inhabitants have lost significant parts of their population in recent years and that many smaller towns and cities are also affected. Faced with possible 'islands of growth in a sea of shrinkage' and without targeted action many local and regional governments are unlikely to get to grips with the socio-economic and physical decline of an ever increasing number of urban settlements.

These problems are compounded by current demographic trends. Although there are strong regional variations across Europe, and also big contrasts between rural and urban communities, the overall tendency is a shrinking population of working age and a growing population of 65 years and older. The number of people aged 60 and above is rising by 2 million each year and by 2050 people of 80 years and older will make up 10% of the total population in Europe. A rapidly ageing population with a large proportion of very old people poses serious challenges for all cities in terms of adapting buildings, transport, services and the physical environment. However, the implications of demographic change are more pronounced for shrinking cities which have very limited resources but large proportions of older people in their population.

This paper draws together the findings from a capitalisation process recently concluded in 2012 which was based on a critical analysis of practical experiences from within and outside the EU URBACT networks on how cities can respond to the challenge of the shrinkage process and turn it to their social and economic advantage. After an outline of the dynamics and extent to which problems of urban shrinkage permeate contemporary urban regeneration practice the paper proposes as a point of departure the need for a 'paradigm' shift in the process of urban reinvention in shrinking contexts. We then put forward a model of strategy development which recognises the cyclical nature of urban development and the constrained and emergent strategy processes which need to be focused on in addition to the usual focus on fairly linear development perspectives associated with economic growth.

SESSION 12-3 Uneven Development of Neighbourhoods in Shrinking Cities

The Urban Disassembly Line: Speculative Construction and the Shrinking of Detroit since 1950

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Keywords; population loss, speculative construction, residential abandonment

In this paper I will argue that a fundamental force leading to the depopulation of the City of Detroit since 1950 has been the perpetual excess supply of new, suburban housing that has outstripped net new household formation. Through the analysis of 60 years of census data, I find that, on average, new construction in the three-county Detroit MSA exceeded net household formation by 10,000 per year. I show that this has led to a progressive relocation of population out of the city into the suburbs, with the region's population remaining constant. In turn, this population loss leads to under-maintaining, vacating and, eventually, abandoning dwellings in the least competitive neighborhoods of the region, overwhelmingly located in Detroit. This process erodes the quality of life and the fiscal stability of the city, encouraging still more households with economic means to look outside the city for alternative neighborhoods. This induced demand further spurs suburban new construction, thus perpetuating the cycle of new construction at the fringe and abandonment at the core. Ultimately, a half-century of this "housing disassembly line" has driven the city to the breaking point: a national record-setting 60% loss of population since its peak (25% shrinkage during the last decade alone) and its own "fiscal cliff" of near-bankruptcy. The paper then discusses how this collectively irrational housing development system can thrive, and lays blame at the feet of: (1) a State of Michigan constitution that gives undue power to fragmented local government; (2) permissive topography; (3) unsustainable, auto-dominated infrastructure policy; and (4) economic base (auto manufacturing) dominated by land-extensive production processes. The analysis provides a cautionary tale about the social costs imposed by a decentralized, uncoordinated, unplanned metropolitan area embedded in a laissez-faire national economic system when that region suffers economic decline.

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**Tracing the Parallels between Urban Renewal Policies, Foreclosure and Vacancy to Inform
Planning for Shrinking Cities**

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Abstract not available

The Bipolar Shrinking City. Dynamics of Divergence in Older United States Industrial Cities

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Keywords: shrinking cities, urban revitalization, demographic change

The phenomenon of uneven development in shrinking cities is well-established; over the long-term course of typical cities' decline, some areas have seen extensive disinvestment and abandonment, other parts of the city have remained relatively stable, while a few areas, perhaps, have experienced modest improvement. In the past decade these patterns have shifted significantly. A conjunction of market shifts, demographic trends, and economic pressures have resulted in some areas seeing regeneration at levels not seen previously in these cities, while other areas that had remained largely stable until recently have begun visibly to lose ground. The evidence of downtown core revitalization on the one hand and the accelerating decline of many traditional single-family neighborhoods on the other is particularly striking; it reflects two contrary trends, the in-migration of predominately white young single people and couples to core areas, and the out-migration of much of these cities' African-American middle class away from traditional neighborhoods. Population growth and housing market strength are increasingly concentrated in a few small parts of the city, leading to a growing polarization of the city by race and income. Using a variety of data sources, including Census, ACS and housing market data, this paper will analyze the spatial dynamics of population and housing market change over the past decade in a cluster of American shrinking cities including Detroit, St. Louis, Cleveland and others, and explore the challenges and implications of these shifting patterns of redevelopment and decline for the practice of planning in these cities and their social and economic future.

Growth and Shrinkage in Three French Traditional Industrial Areas: Lille, Mulhouse and Saint-Etienne

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Keywords: shrinkage courses; traditional industrial cities; residential careers

The paper discusses the different shrinkage courses in Lille, Mulhouse and Saint-Etienne since 1968. The three metropolitan areas are traditional industrial cities with three different shrinkage changes. Lille is involved in a metropolization process in which the economic transformation is swift and impressive, creating powerful economic, demographic and social contrasts within the area. Mulhouse continues to be one of the major industrial metropolitan areas in France thanks to car manufacturing and Saint-Etienne is the well-known example of shrinking cities in France. Through these varied situations, the paper analyzes the causes and the effects of shrinkage in long-term and dynamic statistical approaches. The first analysis is based on a long-term approach of demographic, economic and social changes in the three areas (Beauregard, 2009). It dwells on the spatial mix of growth and shrinkage within the built-up areas, between urban centres and suburban rings (Power and Mumford, 1999). While centre cities accumulate the indications of shrinkage with population and job losses and impoverishment, the suburban rings are economically and demographically expanding.

The second statistical analysis is dynamic and relies on residential careers of inhabitants between 2003 and 2008 (Authier and al., 2010). While the first analysis corroborates the traditional results of shrinkage, the second brings in some new elements involving the role of employment and economic development in the process of demographic shrinkage. In the metropolitan area, a suburbanization process occurs, creating a selective outmigration process in which the wealthiest inhabitants are leaving urban centres. Between the same dates, the three areas (including urban centres and suburban rings) are involved in an outmigration process due mostly to professional migrations. The combination of suburbanization and professional outmigration processes points out to the fact that suburbanization could conceal the role of deindustrialization and the weakening economic situation of the three metropolitan areas in the shrinkage process.

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Picking Neighborhood Winners and Losers in the Incredible Shrinking City: Municipal Acquisition and Neglect of Abandoned Property in Buffalo, NY

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Keywords: abandoned property, shrinking cities, demolition

Buffalo, NY has lost over half of its population during the last 60 years. It peaked in 1950 at 580,132 and by 2010 the city's population had dropped to 261,310. One byproduct of this population decline has been a substantial inventory of vacant and abandoned properties. Local government has struggled to develop a strategy for addressing the epidemic of vacancy and abandonment. One approach has been to hold public auctions of tax delinquent properties. This paper uses longitudinal data from municipal property auction records to analyze the spatial distribution of properties that local government has attempted to auction over a period of years. The locations of properties that local government has taken position of to stimulate future development are compared to properties that fail to sell at auction. In addition to records from past municipal property auctions, we examine over a decade of property demolitions in the city. The comparison of auction and demolition data reveals patterns of strategic shrinking and neighborhood abandonment driven by the city planning department's past and current regeneration strategies. Our analysis examines these strategies and their implications for social equity in relation to uneven development in the city. We link our analysis to the broader discussion of shrinking cities and uneven development with a focus on the central role that municipal government fills in this unfolding process.

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SESSION 12-4 Opportunities for Regenerating Shrinking Cities

A Process Approach to Sustainable Development of Shrinking Cities

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The rare existing literature on urban shrinkage and sustainability tend to point to the potentials that decreasing populations, lower densities and decreasing demand, lowering land use pressure etc. and the occurrence of vacant sites might offer for sustainable urban development. Shrinking cities often adopt sustainable development or smart growth agendas which also aim at capitalizing on these potentials. In practice, these agendas are implemented incrementally; they compete with other goals and priorities such as economic growth agendas. In consequence, a notion of failure, of “fig leaves” or “paper tigers” sticks to the sustainability agendas in shrinking cities.

The background of this is usually an outcome oriented conceptualization of sustainable development looking at the goals to be reached. In our paper, we aim to explore what a process oriented understanding of sustainability has to offer to understand better how shrinking cities can enter transitions towards sustainability – or why they do not. A process approach would look at cities as complex systems continuously adapting to newly emerging challenges. It emphasizes interactions and learning processes, and it examines the capacities needed by agents and organizations in order to play a central role in sustainability transitions of shrinking cities. This also opens the opportunity to critically assess the potential trade-offs between shrinkage and sustainability concerning issues of justice and social inequality instead of a singular focus on ecological measures.

The Shrinking Cities Phenomenon and its Influence on Planning Cultures – Evidence from a German-American Comparison

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Keywords: shrinking cities, planning cultures, planning policies

Current debates in urban development display a rising awareness that several cities in Europe and the US have to deal with challenges of long-term demographic and economic changes leading to urban shrinkage associated with housing vacancies, underused infrastructure and other negative impacts (Pallagst et al, 2013). In recent planning debates the term 'shrinking city' usually describes a densely populated urban area that has on the one hand faced a considerable population loss, and is, on the other hand, currently undergoing profound economic transformations, with some symptoms of a structural crisis (Pallagst, 2008). However, on an international scale it used to be unclear how planning paradigms, planning systems, planning strategies and planning cultures are being adapted when faced with the dynamics of urban shrinkage (Pallagst et al, 2012).

This paper introduces evidence from an EU funded project, investigating German and US-American cities regarding both realms, planning cultures and shrinking cities. Based on this approach two US cases Youngstown/OH, and Flint/MI, and two German cases Kaiserslautern and Zwickau, were analyzed. These cities have undergone vast structural changes that affected not only economic development but also the urban fabric, and quality of life within the cities. The cases will be presented regarding their respective planning strategies and policy options for dealing with shrinkage. Particular focus lies on the question if and how the shrinking cities phenomenon has triggered changes in planning cultures over the years.

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Blending Regeneration and Sustainability: Comparative Policy and Planning Lessons from Philadelphia and Liverpool

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Keywords: sustainability, shrinking cities, legacy cities, regeneration, plan content analysis

Older industrial shrinking cities with decades of disinvestment and extensive property abandonment are prime candidates for becoming the proving ground of sustainable communities. Sustainability's holistic vision that links environment, economic, and social equity principles could position shrinking cities as the low carbon communities of the future (Tumber, 2011). The challenge for policymakers and planners is devising a sustainability planning framework that not only addresses the environmental and economic challenges, but more importantly helps rebuild the social fabric of the community.

More older industrial shrinking cities are now adopting and implementing different types of sustainability plans and policies that facilitate goals of renewable energy, green jobs, urban greening, green buildings, and access to local foods. "Perhaps the single most important element in assessing the seriousness of a city's efforts towards achieving sustainable development is the presence of a sustainability plan." (Portney, 2007).

Based on the sustainability planning literature and analysis of emerging sustainability initiatives, it seems that many sustainability planning frameworks do not comprehensively address the special socio-economic, physical, civic, and government capacity problems that plague many shrinking cities with significant property abandonment and population loss. Recent research on the content analysis of four emerging sustainability plans (Baltimore, Philadelphia, Cleveland, and Buffalo) suggests that communities could better address these special socio-economic and capacity challenges by adopting principles of urban regeneration that could establish stronger policy and programmatic connections between vacant property reclamation, green jobs, sustainable reuse, and rebuilding city and civic capacity (Schilling and Vasudevan, 2012). By developing urban regeneration elements, shrinking cities could better tailor their sustainability plans to address the unique physical, social, environmental, and economic challenges they confront.

Using a sustainability content analysis template, this paper examines the sustainability plans and urban regeneration elements from two pioneering older industrial cities: Liverpool, UK and Philadelphia, PA. It dissects and compares the mix of urban regeneration policies and programs that focus on reclaiming vacant properties, rebuilding civic capacity, and protecting public health. Each city has adopted sustainability plans and policies as part of their regeneration narrative and thus can provide other shrinking cities with valuable lessons regarding the structure, content, and process of their plans.

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The Evolution of City-wide Master Plans in the Context of Urban Shrinkage

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Abstract not available

Redeveloping Cities in the US and Canada into more Sustainable and Resilient Places – Why regeneration policy and programs are only part of the equation

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Keywords: brownfields, sustainability, resilience, Canada, USA

Over the last three decades, there has been a surge of interest amongst policy-makers and planners in wiping-away the rust left behind from our industrial past and restoring our cities into more sustainable and resilient places. The period has witnessed the intense development and application of a broad-array of regeneration policies, programs, and funding tools aimed at increasing both the quantity and quality of revitalization activity, especially on derelict parcels commonly referred to as brownfields. The UK and England in particular, is considered to have a very robust blend of policies that tie together the efforts of all levels of government on everything from tracking the quantity of derelict land to influencing the character of new development. Regeneration policy in the US has also been radically transformed by a shift from a regulatory to a public-private, facilitation-oriented, approach that has been embraced by the private market and has seen the application of a host of innovative policy and financial tools, including some advancing sustainability. It is interesting then, that in Canada, where the federal government plays virtually no role in urban policy and the regeneration toolkits of lower levels of government are immature and fragmented compared with those in the US and UK, that regeneration activity is booming and its cities (e.g., Toronto, Vancouver, Montreal) consistently rank very high for their resilience, sustainability, and quality of life.

Drawing on case studies from Toronto, Ontario and Milwaukee, Wisconsin, I argue that regeneration policy and programs are only part of the equation. If state and federal governments in the United States are serious about resilient urban regeneration, they will have to strengthen the urban market by managing sprawl and addressing the regional issues that continue to push citizens and investment away from their central cities (i.e., education, economic competition, crime, race relations). At the same time, Canadian governments could more easily improve regeneration activity if they simply updated their policies and programs to be more in line with those in the US.

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SESSION 12-5 Vacancies and Abandonment in Shrinking Cities in an Interdisciplinary Perspective: Impacts and Responses

The Impact of the Foreclosure and Abandonment Crisis and Responses to it in Cleveland, Ohio

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Keywords: foreclosure, abandonment, Cleveland

Cleveland, Ohio has long been shrinking. From its peak population of 914,000 in 1950, it fell to 396,000 in 2010. This decline was caused by suburbanization, deindustrialization, racial conflicts and other social factors, and more recently by the abandonment of housing resulting from the mortgage foreclosure crisis. Beginning about 1999, Cleveland was one of the major cities hit the earliest and the hardest by this crisis. Initially, predatory lending played a major role in neighborhoods like Slavic Village. More recently, most foreclosures have been attributable to financial problems of the homeowners in the midst of ongoing economic distress. There have been more than 60,000 foreclosures since the crisis began. Currently, there are an estimated 16,000 vacant and abandoned houses in Cleveland. While the city has increased the number of demolitions of nuisance structures to about 1,000 annually, its finances are extremely limited. Bank “walkaways” have contributed to “toxic” titles making it difficult to hold many owners responsible for maintaining and securing abandoned housing. The Cleveland housing market has been in sharp decline, with prices at 2001 levels.

Beginning in 2009, the number of foreclosures in the suburbs of Cuyahoga County adjoining Cleveland (especially in the inner ring) began to exceed those in Cleveland. The county’s population has also been in decline in recent decades.

Cleveland is noteworthy for its attempts to combat this crisis and to innovate in the use of vacant land left in the wake of demolitions. The city sued in an unsuccessful attempt to obtain damages from major owners of abandoned housing. It attempted to regulate unlicensed mortgage brokers but was preempted by the state. Its Housing Court judge levied major fines on the absentee owners of substandard housing and has tried to prevent its resale by speculative “flippers”. Cuyahoga County addressed the foreclosure process and created a foreclosure prevention counseling program. While the city of Cleveland has had a land bank since the late 1970s, it has very limited capacity and can only recycle empty lots (with a current inventory of 7,000). In 2009, a new and much more powerful Cuyahoga County land bank was created and has become the primary vehicle for the demolition of nuisance properties. Much vacant land has been used by community group for urban agriculture and green space. A demonstration rebuilding program was launched a few years ago in several Cleveland neighborhoods.

This paper will review the impact of the crisis and the responses of the city, county land community organizations.

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Adapting to Shrinkage: the Dual Approach of Upgrading and Demolition in East German Cities

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Keywords: shrinking cities, urban regeneration, demolition, upgrading, East Germany

To cope with vacancies and abandonment cities and towns in East Germany have been supported by the federal-state-programme Stadtumbau Ost (Urban Restructuring in the New Federal States) since 2002. The guiding principle of the programme is to achieve urban restructuring combining demolition of housing stock surplus and upgrading of remaining stock and neighbourhoods. The dual approach of upgrading and demolition is the key characteristic of urban renewal in East Germany. This formula seems simple at first sight as it names two principle instruments. It becomes more complicated however when considering spatial dimensions (where to upgrade and where to demolish?), stakeholders involved (who executes upgrading and demolition?) and the possible instruments implied by the terms 'upgrading' and 'demolition' (how are upgrading and demolition to be executed?)

The presentation seeks to show different planning strategies developed by municipalities under the prerequisite of combining demolition and upgrading. The example of Stendal, located in the state Saxony-Anhalt, illustrates an approach that considers the entire city: one housing estate at the periphery was classified as a demolition area and the historic city centre was demarked as an upgrading zone. Greifswald in the northern state of Mecklenburg-West Pomerania on the other hand serves as an example of a city that selected a particularly deprived housing estate with high vacancies to apply a combination of demolition and upgrading measures in order to adapt the neighbourhood to future demand. Additionally a link of this estate to the city centre was established constructing a path for cyclists and pedestrians leading from the city's historic core via a new university campus to the estate.

The two examples illustrate that each, demolition and upgrading, incorporate differentiated measures that are embedded in diverse planning and development strategies. The contribution seeks to sketch a typology of demolition and upgrading approaches that shall serve for discussing experiences from other countries.

An Assessment of Housing Market Renewal in East Lancashire

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Keywords: housing market renewal, regeneration, East Lancashire, urban futures

The paper analyses the impact of the Government Housing Market Renewal (HMR) programme in the UK. It focuses on Burnley, East Lancashire, and on the inner city neighbourhood of Burnley Wood.

The aim of the programme was to rebalance the housing market in places suffering shrinkage. The intention was to renew failing housing markets and reconnect them to regional markets, to improve neighbourhoods and to encourage people to live and work in these areas. One of these was East Lancashire and the author visited Burnley, one of its principal towns, in 2005, as part of a CABE study. The paper describes the Pathfinding policy, the actions being taken and the community's reaction.

The author recently returned to Burnley and spoke to some of the same people reported in 2005. This paper documents what has been achieved in the past 7 years.

Urban Shrinkage in a Spatial Perspective – Operationalization of Shrinking Cities in Europe 1990 - 2010

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Keywords: shrinking cities, demographic change, cross-national comparative perspective

At the beginning of the 21st century, the shrinking cities phenomenon is widespread across Europe. Most European countries see an increasingly ageing population and internal migration from underdeveloped to more competitive locations. The majority of Europe's cities already lose population and the rate is more than likely to increase in future.

Unlike in the past, a great deal has been written on the topic of policies and planning strategies shrinking cities since the turn of the millennium (Wiechmann and Pallagst 2012, Pallagst et al. 2013). The point of departure of a broader debate on the stabilization of housing markets, the efficiency of infrastructures in areas of high vacancies and new 'leitbilder' for shrinking cities – like the 'perforated city' – was primarily the crisis of the East German housing industry.

Selected studies give an idea of the persistence and spatial extent of this phenomenon in Europe (e.g. Cheshire and Hay 1989; Cheshire 1995; Turok and Mykhnenko 2007). However, the state of knowledge on causes, effects, and spatial patterns of urban shrinkage is still poor. We know little about the extension and spreading of urban shrinkage; in particular we lack a cross-national comparative perspective. Validity and comparability of existing data in the European countries is questionable. Every attempt to compare the evolution of cities in Europe is confronted with the heterogeneity of definitions, criteria and statistical data.

In spite of the difficulties of a standardized statistical comparison on the local level and in order to narrow the existing gap this paper aims at mapping urban shrinkage in Europe by breaking down demographic processes in Europe to the local scale. Based on a definition of urban areas in Europe and a causal model which was developed and tested in the frame of the COST Action 'Cities Regrowing Smaller' the spatial distribution of growth, stagnation and decline in urban Europe in the period from 1990 to 2010 will be presented. This includes a typology of different types of shrinking cities in Europe.

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Shrinkage and the Governance of Brownfields. Examples and Lessons from Eastern European Cities

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Keywords: brownfields, governance, shrinkage

Although urban brownfields are a global phenomenon, in shrinking cities the brownfield problematic is usually more obvious, caused by the process of deindustrialisation, suburbanisation as well as population decrease. In Eastern Europe the brownfield problem has achieved a particular markedness as a result of the transformation, i.e. combined effect of deindustrialisation, suburbanisation and high reduction in population. Due to the low or nonexistent demand for brownfield sites, there is a general uncertainty in the affected areas about the further development. Before this background, the question next posed is: how can one generally deal with this problem and how does one want to deal with it? Under these conditions, what might be new or interim uses at least? How can one deal with the unplanned continuing spread of brownfields in urban design and planning? In view of low resources and capacity, particularly in shrinking cities in Eastern Europe, solutions are required that contribute to an upgrading, but are also inexpensive in their design and maintenance. As a result, some cities in Eastern Europe have developed or introduced new strategies, instruments and tools for dealing with brownfields such as different forms of interim use or renaturation. One form, which has been developed, is the so-called “urban forest” – this means the afforestation of mining and industrial but as well housing brownfields on inner-city locations. With the establishment of urban forest one can achieve a series of positive effects with respect to different urban ecological, social and economic aspects, i.e. sustainable urban development.

The paper draws on the 7 FP project SHRINK SMART and uses examples from the post-socialist cases Leipzig-Halle (Germany), Donetsk-Makiivka (Ukraine), Ostrava (Czech Republic), Sosnowiec-Bytom (Poland) and Timisoara (Romania). The paper addresses specific problems related to the governance of brownfields: problems of agenda-setting, dependency from external funds and investments, difficulties of planning and implementation.

SESSION 12-6 The Urban Waterfront: Theory and Practice

Just Add Water: Waterfront Regeneration as a Global Phenomenon

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Keywords; waterfront regeneration, assemblage, London Docklands, policy mobility

Waterfront regeneration is widely recognised as a global phenomenon (Desfor et al 2010) and a prime example of urban policy mobility, with many schemes making reference to other waterfronts as a rationale for their development (Ward, 2011). However, urban waterfronts are often understood as either the international spread of 'models of success' (Breen and Rigby, 2006) or examples of the inadequacies and inevitability of global, neo-liberal, urban development processes (Malone, 1996). This paper explores the contribution that a critical urban assemblage framework can make to developing a more nuanced analysis of waterfront development over time and space (Brownill, forthcoming).

The paper draws on a number of case studies to firstly explore the evolution of waterfront regeneration over time. Focusing on London Docklands a picture is revealed not of a series of static 'models' attached to 'eras' of regeneration but of the dynamic process of how waterfronts have been assembled (that is how the diverse elements, actors, and ideologies have been brought and held together) and the tensions and contradictions between them as the assemblage emerges and becomes territorialised over time. Secondly, the paper explores the international policy mobility of waterfront regeneration (McCann and Ward, 2011) exploring how 'ideas from elsewhere' become lodged within different assemblages. In this way the interaction between the local and the global and the role of people and ideas in policy mobility which are frequently underplayed in analysis can be highlighted. The paper concludes that assemblage can be a useful lens to understand the complexities, dynamics and contradictions within waterfront regeneration. However, it recognises the need to avoid recognised problems in thinking with assemblage such as an over-emphasis on process and moving on from work such as Dovey (2005) suggests a critical assemblage analytic as one potential way of overcoming these.

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Waterfront Regeneration in Dublin: Local Practice and/or Global Imperative?

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Keywords: waterfront regeneration; neoliberalism; Dublin Docklands; competition

Drawing on (McCann and Ward, 2011) who define contemporary cities as assemblages of policy, practices and ideas and argue that 'urban policy and politics cannot be taken as given ... they are produced, assembled in particular ways at particular times', this paper investigates the processes of policy production and enactment in Dublin Docklands (Ireland) over a 20 year period. Recent analyses by Ponzini and Rossi (2010) and others would suggest that the state has become an important 'macro-actor' bringing a range of different groups together, shaping a 'network politics' aimed at achieving specific goals, and playing a crucial role in supporting the formation of urban regimes.

However this case study illustrates that while the state has in some cases in recent years operated as a 'macro-actor' brokering new sets of relationships through the practice of regeneration, it has simultaneously become more involved in micro-scale activity illustrating significant internal contradictions and disconnections. This paper focuses on 'competition' as a constant within the urban development process (Brownill and Carpenter, 2009; Cox, 2010) over time, both in terms of stakeholder relationships and visions for regeneration. The case study questions how the practice of waterfront regeneration in Dublin has attempted to mediate between the local context, more macro-scale socio-spatial processes and the 'global market', and outlines the consequences of this "actually existing neoliberalism" (Brenner and Theodore, 2002)). The paper argues that because the 'competitiveness' agenda has effectively complicated rather than 'streamlined', as initially envisaged, the delivery of waterfront regeneration, a new discourse will be required to drive future regeneration projects.

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The 'Competitive Waterfront' in the Neoliberal City: Who Benefits?

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Keywords: competitiveness, neoliberalism, waterfront development, urban regeneration

The urban waterfront has emerged as an important planning location for the maintaining and intensifying of neoliberalised capital accumulation in the competitive city (Desfor et al, 2011). It is a paradox of waterfront redevelopment – and urban regeneration as a whole – that cities market themselves as unique whilst following a common model of mixed use development including high value apartments, signature buildings and commodified leisure facilities. This model has not changed as a result of the post-2008 financial crisis (Peck et al, 2010) and place competitiveness continues to be a hegemonic discourse in neoliberal urbanism despite some confusion about what it actually means (Bristow, 2011).

This paper presents preliminary results from research exploring current trends, themes and issues in waterfront regeneration through case studies in the UK and Ireland. The research analyses the controversies and contestations that emerge during the process of neoliberal urban transformation, and assesses how and why the waterfront has become a strategically important space in the quest for city competitiveness. It is suggested that local manifestations of neoliberalism have had important impacts on the urban environment, local economy, cultural landscape and governance mechanisms through the focus on urban regeneration and economic competitiveness, whilst understanding and accepting the uneven nature of neoliberalisation (Brenner and Theodore, 2002; McGuirk, 2012). Particular factors to be considered include the role of public subsidy post-2008 and the absence of counter-hegemonic positions in waterfront development including an uncritical acceptance of competitiveness as the basis for development. The paper teases out the different experiences of such transformative processes and the spatial, distributional and governance consequences for different local groups in terms of 'who benefits'.

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Waterfront Regeneration in Australia: Local Responses to Global Trends in Re-imagining Disused City Docklands

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Keywords: waterfront regeneration, Australia, critical urban assemblage

Waterfronts are considered important sites of global accumulation and are therefore critical to the bolstering of national and regional economic competitiveness (Hoyle 2000; Desfor et al 2010). Since the 1970s urban planners have wrestled with how to revitalise these waterfront sites as industries and shipping have shut down or relocated leaving bulky but often impressive infrastructure and large tracts of contaminated land behind. In London the Bankside Power Station became the Tate Modern Art Gallery, while Canary Wharf was redeveloped for commercial and residential use. Closer to home, derelict docklands in Sydney's Darling Harbour and Ultimo Pyrmont have been refurbished as entertainment, tourist hub and high rise residences. Similar goals continue to be pursued, if on a smaller scale, elsewhere in Australia. Recent projects at Melbourne Docklands, Victoria and at Port Adelaide, South Australia are typical of waterfront renewal activity worldwide. In the 21st century these renewal projects have taken on a new urgency and their development has increasingly become politically, socially and economically significant as urban populations have burgeoned, and state governments have sought ways to house, employ and ensure a quality environment in already congested inner-middle urban areas, some of which are experiencing increasing land costs and housing market stress.

Derelict docklands in Melbourne and Adelaide therefore serve political aspirations with the weight of symbolic value that sees their success linked to state-government inter-city promotion, inter-city rivalry; and planning goals of high-density transit-oriented urbanism (Oakley, 2011). Drawing specifically on these two Australian docklands as case studies, significant policy failings are evident in terms of the planning, urban design and amenity, and meaningful community engagement. If residential densification and quality urban living are key policy directions for Australian governments then these projects require an alternative approach to planning and practice. This paper investigates the utility of applying a concept of critical urban assemblage (Marcuse 2009; McFarlane 2011) to advance an alternative and nuanced model for urban development which may go some way in overcoming these policy failings.

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SESSION 12-7 City Development

Reinventing the City – the Making of Urban Futures in Strategic Planning Exercise

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Keywords: systems thinking, sustainability, planning practice, new city regions, methods

Since 2003, a number of cities around the globe have embarked on long term strategic visions of their metropolitan regions. These visions comprise new forms of visualising city futures over 30 to 40 year timescales based both on shifting global dynamics such as economic flows, climate change and demographic unevenness, and more national and local intelligence of place based assets. Standing outside the formal structures and statutory plans of municipalities and political institutions, the strategic visions are loose attempts to organize disparate professional and sectoral perspectives of management and change combined with system thinking and future scenarios planning. Hallmarks of the visions are an intentional fluidity that avoids them becoming embedded, owned and manipulated institutionally within governance processes, and which seek to coerce other actors and agencies to buy into alternative perspectives of city futures. Using the examples of the Greater Helsinki Vision 2050, the New South Wales 2050 Visions, and the UK Land Use Futures 2060 project, the paper discusses the origins, purpose, drivers and legitimacy of these 'Übervision' tools. The paper argues that 'global presence-aware' cities are becoming more entrepreneurial in their attempts to think laterally about their long term futures, often in partnership with multinational corporations, that in turn create a precedent for other cities to follow. Critical discussion is devoted to the authorship and translation of the visions into formalised institutional and governance processes. Ultimately, questions are raised as to what benefits these visionary tools provide both for sustainable and resilient cities of the future and their citizens.

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Spatial Metrics for Growth and Shrinkage: the Case of Portuguese Medium-sized Cities

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Keywords: urban form, urban growth, urban shrinkage, spatial metrics

Despite it had always been an important discipline of urban planning, the study of cities' form and structure is recently re-gaining central attention in the urban debate. A reason for the increasing interest in this topic relates to the evidence that urban spatial patterns of development of European and North American cities appear to have been changing considerably during the last decades (Turok and Mykhnenko, 2007, Beauregard, 2009, Kabisch and Haase, 2011). Processes of growth and shrinkage tend to occur simultaneously, leading to an increasing geographic polarization among and within cities (Banzhaf et al., 2006, Oswalt and Rieniets, 2006, Pallagst, 2005), and urban planning theories and tools should be prepared to deal with both these phenomena.

This paper focuses on the spatial dimension of urban form through a quantitative approach based on spatial metrics. It proposes a less common perspective in urban analysis: one that places growth and shrinkage side by side, as equally valid and natural trajectories of urban development. On a previous work (Reis et al., 2012) we have presented an extensive literature review on spatial metrics – from simple geometric measures to more complex indicators, addressing different features of the urban space – and identified their most relevant potentialities and gaps for the assessment of growth and shrinkage patterns. Building on this work, the present paper will further analyse and discuss the usefulness of spatial metrics for the study of urban patterns related to these two processes, introducing the first outcomes of a case-study application in two medium-sized cities in Portugal: a growing city and a shrinking city.

We believe that developing new methods of urban analysis which can be used to support planning practices both in the contexts of growth and shrinkage is of foremost importance, and this paper presents some of the first outcomes of a research aiming to fulfil that goal. It focuses on the spatial dimension of these two phenomena using a quantitative approach with spatial metrics. Moreover, it addresses the case of medium-sized cities, which have been somewhat neglected in the literature even though they have been responsible for some of the most relevant phenomena of urban change in Portugal during the last decades.

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The Transformation of Roles of Small Towns in Regional Development in China: The Case of the Yangtze Delta after 1949

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Keywords: small town, Chinese urbanisation, regionalisation, endogenous development, town-region relations

Since the 1980s, there has been an upsurge of discussion in China about respective roles of small towns and big cities in Chinese urbanisation. This discussion continues in today's regionalisation and globalisation context. I follow Friedman's train of thought to address urbanization as a form of endogenous development process, and explore the historical trajectory of transformation of small towns in the Yangtze Delta as a product of the complex interaction between broader factors and local conditions, focusing on the period after 1949. It aims to better understand roles, performance and potentials of small towns in current regional development. More importantly, it tries to explore global and local factors in the delineation and transformation of regional space and concomitant changes of small towns. This study uses town-region theories respectively on economic and political perspectives as conceptual tools for depicting regional structures. I divide this short small town history into three stages to illustrate transformation process of small towns to see the extent to what previous roles of small towns persist and how they change in response to the changes of regional structures, and to explore underlying factors for the transformation and performance of small towns. Besides, I relate these transformations to prior regional patterns and town-region relations before 1949 to further discover the influence of local factors, the historical and territorial context. This study expects to reach two conclusions. First, roles and performance of small towns depend on the extent of their embedment in different regional patterns. Current regional strategy of positioning them as rural centres in China is inappropriate, which undervalues their potential roles. This contributes to the long-standing discussion about roles of small towns in Chinese urbanisation and reflects on present planning strategies. Second, the transformation of small towns is a context-dependent process. Transformation process depends on how global economies, local policies, spatial interventions and economies change conditions that previous regional structures based on and support what kind of regional structures. Global factors are always mediated and managed by local conditions within China and the region. This finding calls for a shift of the focus of regional planning from controlling space to providing conditions. It also reminds us the importance of local factors for the delineation of regional space, even in this globalised world.

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Assessing Creative and Cultural Policies for Urban Regeneration. A Case Study

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Keywords: creative city, urban regeneration, policy assessment

New keywords, tools, approaches, are introduced to promote urban regeneration. Such processes, in the situation of scarcity of public funds, are often possible thanks to public-private partnerships or, in many European regions, thanks to the availability of EU resources for territorial cohesion and development. The European Commission itself is a major actor, providing recommendations, regulations, principles that find their way to the bottom of the pyramid of Structural Funds administration, towards local officers and beneficiaries. The way such policies are translated and interpreted "in the bottom of the pyramid" is a core issue for their effectiveness and impacts.

The paper focuses on policies of urban transformation often adopted against economic and social decay, policies that mobilize new sectors of the urban economy classified under the term "creative economy". Very recently, such policies are trying to promote urban development processes in which individual well-being depends not only on material and financial counterparts, but also on opportunities, intangible rewards and symbolic exchanges related to particular lifestyles. Nevertheless, in several cases, the applied principles are not based on solid analyses, but result in standard formulas implemented by emulation. In this regard, while there seems to be an established pattern of action, based on an integrated, inclusive and strategic approach, the experiences of cultural and creative policies for urban regeneration seem to lack a solid methodology for the assessment of the efficiency, equity and durability of results. The importance of such assessment activity has become clearer, quite recently, also to the European Commission, which promoted studies for the evaluation and impact assessment of the European Capital of Cultures since 2007.

The paper argues that such assessment should be planned at the very beginning of the policy design process, in order to better understand the public interest on which such policies are based, and their ability to effectively implement the identified actions and produce the expected results. This may contribute to the improvement of the long-term effects of public investment in cultural and creative city.

The paper addresses the case of the candidature as European Capital of Culture of a Southern Italian city; a city that is facing a deep socio-economic transformation, with a major cut in the employment rate and GDP after the dismantling of the main manufacturing district due to global economic crisis. A multidisciplinary methodology is proposed, to better define the logical framework of objectives and policies, the relation with the expected outcomes, the monitoring and assessment tools for measuring the effectiveness of interventions, the equity of outcomes, the durability of benefits. ICT tools are used in order to improve the programming process, exploiting the opportunities offered by collaborative platforms of Web 2.0 (social networks, applications for smart-phones).

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SESSION 12-8 Regional Development 1

The Image Study of Ruhr-Region

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Keywords: image study, Ruhr-region, regional studies

The Ruhr-region, located in the north of State of Nordrhein Westfalen, had been the heavy industrial center of not only Germany but also in European Continent for last 150 years. The name of the region is well known worldwide, however, the geographical image of Ruhr-region is somewhat vague. In order to understand how people image the region's spatial structure, and also to grasp what kind of image people have toward the region, the author has conducted some questionnaire survey including the image map study to 61 students in Dortmund Technology University.

The survey consisted of three parts; adjective study, important city study, and the image map. From these studies, the followings have been articulated. First, the study result implies that the concept of Ruhr region still have difficulties creating physical image to people to this date. Most of respondents had the image of regional structure by rivers rather than highway or railway network. The lack of landmarks illustrated in the image maps implies that there are few spatial components that help to reorganize the spatial image of this area except rivers.

Many respondents had hard time understanding the spatial structure of the region, however, they do understand the disposition of the four big cities; Duisburg, Essen, Bochum, and Dortmund. These four cities were considered by respondents to be quite important.

The adjectives that respondents thought that best described Ruhr region were "diverse (vielfaltig)", "industrial (industriell)", "cultural (kulturell)", and "green (grün)". The latter two words (cultural and green) indicates that the projects such as IBA Emscher Park (1988-1998) and the events such as European Capital of Cultural City in 2010 being held in Essen may have contributed young people's perception toward the region being transformed to more cultural and more environmentally friendly ones.

The new post-industrial image of the Ruhr-region is more or less understood conceptually, but not in tangible sense. This can be derived from the fact that very few respondents drew post-industrial features in their image map, including new landmarks. With some limitation to the study, the author still believes that the result of this survey does raise some issues associated with the regional image of Ruhr-region.

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Alternative Futures for Australia's Peri-urban Regions

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Keywords: regional planning, scenarios, Australia

Regional communities are growing rapidly in Australia, with the population of Melbourne's peri-urban region increasing at 2 per cent a year. Despite this, Australia has a weak tradition of regional planning with two thirds of the population concentrated in capital cities. This paper builds on the authors' previous research into peri-urban regions by testing alternative future scenarios. Using a case study of Melbourne's peri-urban region, an area under intense development pressure, the research explores the capacity for regional growth under a range of different spatial scenarios. The scenarios include 'business as usual', the concentration of growth in major regional cities, and dispersing growth in a network of smaller towns. The methodology employs a geographical information system model and iterative policy decisions. Each scenario is reported on the basis of the location of new population and jobs, and implications for agricultural and urban land consumption, housing needs, infrastructure requirements, and socio-demographic profiles. Scenarios also relate development pressure on rural land and natural resources to development options for regional cities and towns by examining the capacity for transferring development rights from rural land holdings to townships. The paper places regional development scenarios in the context of the dominant Australian paradigm of major city population concentration, and outlines comprehensive regional planning as an alternative to the metropolitan primacy of Australia's cities.

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Regional Sustainability and Equity Planning in the U.S and California: Challenges in Implementation

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Keywords: sustainability, regional planning, regional collaboration

Across the country, regions are developing plans and programs that incorporate sustainability principles and practices, funded through the U.S. Department of Housing and Urban Development's Sustainable Communities Initiative (SCI). Metropolitan planning organizations (MPOs) lead most but not all of these efforts. Yet, little is known about how effective regional planning agencies are at sustainability planning; for instance, the literature on sustainability describes efforts at regional growth control, compact design, and the use of sustainability as a guiding (or misguiding) principle (e.g., Gunder 2006), and the literature on regional planning describe the conditions under which regional agencies can cooperate to achieve regional goals, with or without federal incentives (e.g., Seltzer and Carbonell 2011).

This paper uses three case studies within the same state, each with different institutional arrangements, to explore the role of MPOs in implementing regional sustainability plans. Based on the cases of Sacramento, San Francisco, and the San Joaquin Valley, we look at how actors organize the sustainability planning process, define their partnerships, conduct community engagement, and conceptualize sustainability. We begin with an overview of SCI winners across the country, describing their sustainability approaches, collaborative structures and participatory processes. Based on 10 interviews in each region, we conduct case studies of three regions that vary in approach, in terms of how they collaborate internally and interact with the public. The San Joaquin Valley has taken a decentralized approach excluding the region's MPOs and driven by municipal interests in developing smart growth plans and educational activities to grow the base for a sustainability movement, especially among marginalized groups. In stark contrast, the San Francisco Bay Area's regional planning agencies, led by its MPO, are at the forefront of an ambitious plan with numerous non-profit organizations and foundations to develop strategies for increasing employment and affordable housing opportunities for low-income households. And in the Sacramento region a joint MPO-COG has ensured broad participation from local governments in coordinated sustainability planning to meet the region's carbon emission reduction goals. Our preliminary findings suggest that local government involvement, in addition to regional agency leadership, is most likely to make these planning processes sustainable and effective.

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The Urban Spatial Evolution based on the Geomorphic Features of the Loess Plateau in Northern Shaanxi

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Keywords: geomorphologic features; urban space; evolution

Loess Plateau is famous for its deep loess accumulation, dense valley gully distribution and dazzling history. It is one of the birthplaces of Chinese civilization. Loess Plateau is the mainly landforms of northern Shaanxi with serious soil erosion and fragile ecological environment. What's more, it has a large number of mineral resources under the barren surface. With the rapid development of energy industry and urbanization in northern Shaanxi, the contradiction between the ecological key factor——special landforms in Loess Plateau and the development of urban space is protruding increasingly, and it brought a tremendous shock to the relationship between human being and environment. The natural landscape of northern Shaanxi has a typical fractal feature, and urban spatial development has close relationship with local social, economical and cultural factors besides ecological factor. Using the relevant principles of landscape ecology, this paper explores the ancient genes formed by symbiotic of living environment and natural ecology in thousands of year's evolution, and discusses the ecological way of the spatial evolution in northern Shaanxi based on the unique landform of Loess Plateau. Furthermore, this paper explores the linear urban spatial pattern and development approach along the river valleys under the geomorphic feature of Loess Plateau combined the factors above together. This study has generally practical and theoretical significance for the development of urban spatial form in ecologically fragile region as well as valley regions, and it provides a reference for ecological stability and the orderly development of urban space of the Loess Plateau in northern Shaanxi.

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Planning for Rural Transformation in Rapidly Urbanised Chinese Regions: the Case of Jiangsu Province

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Keywords: rural, urban-rural integration, spatial transformation, planning, Jiangsu Province

China's Open Door policy has led to major policy shifts from a planned to a market-oriented economy and resulted in continuous economic growth since 1978. However, the economic reform has been largely focused on urban development and using cities as the engine of economic growth. Rural areas have been marginalised in this rapid economic transformation process. The unprecedented pace of economic growth in urban China has begun to face challenges over the limited supply of land and resources, the ever-increasing demand for infrastructure and the skyrocketing house prices. In order to fuel the development engine, development pressure has shifted to the suburban and rural areas, which has triggered interactions between urban and rural areas. Since the turn of the millennium, urban-rural integration has become the macro policy rhetoric under the New Socialist Rural Construction Programme of the 11th National Economic and Social Development Plan. The government's top-down urban-rural integration strategy and the market's bottom-up demand of resources for growth has driven a complex socio-economic restructuring process in rural areas, especially in the most developed regions. Rural economy in China is becoming more diversified and less dependent on agriculture, and suburbanisation has induced population change and social differentiation in rural areas. These socio-economic transformations have imposed further development pressure on rural areas and resulted in major environmental problems, development disparities, and loss of traditional rural landscapes.

There has been a long-standing urban-rural dualistic administrative system in China and planning as a policy tool to guide development has always been a weak part of it. It was not until the enactment of the 2008 Urban and Rural Planning Act that rural areas were included in the formal planning system for the very first time. This new Act, however, only provides some general principles and a more pragmatic and robust guidance framework for rural planning is yet to be developed. The Act has stimulated a wave of rural planning in China with varied practices and styles. This paper, therefore, aims to provide a critical understanding of the development trajectory and key drivers of the rural transformation process, to identify the tensions and challenges of different development issues faced by planning, and to examine different approaches and forms of rural / urban-rural integrative planning and their effectiveness in addressing the issues under different spatial contexts. The analysis will be carried out via a number of rural areas in Jiangsu Province.

SESSION 12-9 Regional Development 2

The New Town Developmental Space Protection and Optimization Based on the Urban and Rural Area - a Study Case of Nanjing

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Keywords: urban and rural planning, land comprehensive renovation plan, developmental space, new town, Nanjing

This article uses the development of the new town in Nanjing as the study case, points out the low efficiency in the use of land and the huge demand in the space which are widely existing in the current rural areas, briefly introduces the immanent causes and emphasize that the problems emerging in the development process of the space-consumed new town have indirectly triggered the shortage in the space for urban and rural construction. After giving the detailed explanation of the requirement for the layout of new town, the industrial development and the public service facility by the urban comprehensive plan of Nanjing, the article proposes that the new town should follow the strategy of urban and rural development, balance the development among the space, industries and the society, and promote the appropriate growth in both urban and rural areas. Finally, still using the case of Nanjing, the article presents the suggestions below on the analysis of the overall plan from economy, land reclamation, the save and use of land and many other respects. From the point of policy guarantee, the government should carry out the classification evaluation system and lay stress on the actual effect of the evaluation; From the point of land system, they should be engaged in the comprehensive regulation project of the urban and rural land, and explore the feasible method and ensure the enough space for the new town; From the point of planning to reply, the government should stick to the new town overall plan, with both the town-street agency master plan on the macro-level and regulatory detailed plan and new community plan on the micro-level. Based on the research above, this article brings forward the planning and response strategy to provide the space for new town in the rural areas in China.

Steering Growth North of Vienna - Lessons Learned Drafting a New “Regional Master Plan”

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Keywords: regional development, planning instruments, process design

The agglomeration Vienna is growing especially in the north of Vienna we expect growth rates of 14% till 2025.

Moreover the construction of a new motor highway from Vienna up to the Czech Republic improved the accessibility of the neighbourhood north of Vienna. This will affect the development of settlements, the operational sites and has a social and technical infrastructure impact.

The government of Lower Austria has reacted to these challenges and decided to elaborate a “regional master plan” to steer the spatial development within this area. More specific this plan should be the spatial framework for the municipalities in terms of building land for housing, economic activities and protection of green zones of regional importance.

Lower Austria has already forty years experience in drafting regional plans. The first Regional Spatial development programme was approved 1982. This kind of programmes are legally binding regulations, are passed from the Lower Austrian Government and are developed in a “top down” oriented approach. Beside these formal programmes Lower Austria has started in the eighties to promote cooperation in spatial planning. Municipalities can form regional development associations and draft legally not binding development concepts. The local development plan of the municipality should consider these regional concepts. This concepts are developed in a “bottom up” oriented approach.

Experiences with these two approaches showed often a gap between these two instruments. Thus as part of the pilot project "regional master plan" a new constructive and goal-oriented cooperation of municipalities, regions and countries is tested. Under the motto "Cooperation on Equals" a new approach to regional planning will be developed, which basically should harmonise these two approaches and combine them in one instrument.

A specific challenge within this project was the “process design” for drafting the "regional master plan". How can be insured that the various interests of municipalities, country and state in a growing region can be considered and joined in one common master plan is a key question within this project?

Finally the experience made in this project will point out, if the law on spatial planning of Lower Austria should be modified. Should the legally binding instrument “Regional Development Programme” be changed? Is there a need to adjust the legally binding defined drafting process of these programmes?

The paper presents the results of this research project, explores the gap between theory and practice and investigates the obstacles experienced within this project.

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Planning Resilient Regions in Romania – Some Lessons for 2014-2020

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Keywords: growth poles, integrated development plan, metropolitan areas

At 1st of January 2007, Romania joined the European Union (EU) as a full member state. This event opened huge opportunities and challenges in almost all fields of social and economic life. The potential access to the EU cohesion funds for regional development, competitiveness, environmental protection, infrastructure and human resources development needed an increased capacity for strategic and spatial planning at the level of the public administrations and private bodies too as well as new and efficient planning tools. Since 1998 Romania has set up 8 development regions (NUTS2 level) for planning purposes. Most of these regions, except the capital one, were lagging much behind the average level of development of the EU regions. The monitoring of the evolution of regional disparities, along the last decade showed a tendency of increasing the gap between regions at national level, while registering small progress in relation to European levels. As a consequence, the Regional Operational Programme 2007-2013, has included a Priority Axis for "sustainable urban development", aiming to support the Romanian cities of regional importance and their surrounding areas. A growth pole policy was set up in this way, having 20 cities as main beneficiaries, of which 7 metropolitan areas (one per region, the capital one being excepted). The ultimate scope of this policy was to ensure sustainable growth and increased competitiveness through concentrated actions and investments in areas able to become powerful vectors for development at regional scale. The paper will analyse the basic principles, the implementation process and the first outcomes and results of this policy, during the last years, through a comparative analyses of some relevant case studies. Three different urban regions will be subject to an in-depth analysis and evaluation: a mono-centric metropolitan area in a poor region (city of Iasi), a polycentric metropolitan area in a developed region (city of Brasov) and a weak polycentric metropolitan area in the proximity of the capital region (city of Ploiesti). One relevant aspect to be presented is the Integrated Urban Plan (IUP), which was the planning tool used for these policy, conceived more as a strategic and participatory process than a spatial planning instrument. The topic is of a high interest in present planning education in the Romanian school of planning as it describes new approaches to urban and territorial planning, quite different from the traditional and inefficient planning tools still in practice. It also opens the debate about ways to improving the future spatial actions through better expertise and planning capacities for the incoming programming period 2014-2020.

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SESSION 12-10 Keys to Growth

Creative Shenzhen? A Critical View on Shenzhen's Transformation from a Low-cost Manufacturing Hub to a Creative Megacity

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Keywords: creative city, creative economy, Shenzhen

Since it was designated as China's first Special Economic Zone in 1980, Shenzhen has grown with record-breaking pace to the megacity it is today. For most of the three decades since 1980, Shenzhen's growth was based on industrial production, made possible by mass migration of labour migrants from all over China. In recent years, however, the Shenzhen city government is trying to modernize and diversify its economy. In response to Chinese central government's ambition to transform its economy 'from made in China to created in China', Shenzhen has embraced the creative and cultural industries as one of the most promising sectors for its economic future. Shenzhen is eager to promote itself as a city of design. Like many other Chinese cities, the Shenzhen city government has labeled several redeveloped factory complexes as well as office parks as 'creative parks'; frequently organizes creative events; and has successfully applied to the UNESCO Creative Cities Network as a City of Design.

While meanwhile many publications have appeared about Shenzhen's spectacular transformation from fishing village to megacity (to name only a few: Ng, 2003; Ng & Tang, 2004; Zhang, 2012; Zacharias & Tang, 2010), so far only few researchers focused on Shenzhen's ambitions in the creative economy, the extent to which these ambitions are being realized, and the implications this may have for its urban planning policies and strategies (exceptions include Liauw Wei-Wu, 2012, and Keane and Zhao, 2012). Studies of emerging creative clusters and cities in China so far mainly seem to focus on Beijing and Shanghai. This paper aims to start filling this gap in literature on Chinese creative cities, by making an inventory of Shenzhen's creative city initiatives, policies and strategies so far; exploring which concrete evidence of a flourishing creative economy we can already witness in the city; and searching for possible answers to the question whether Shenzhen is an attractive location for creative companies and creative workers.

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Places of Internationalisation – Pillars of Urban Development in Berlin

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Keywords: internationalisation, urban development, spatial analysis

Transition is a well known companion for Berlin for a long time now. Especially since the reunification in 1990 there are permanent changes, be it in urban design, infrastructure, demographic composition or economic strength. With the new century in mind transition and the population growth of Berlin are intensively shaped by internationalisation.

Internationalisation is an often used figurehead of cities in global competition and is stressed as important for future development in many strategic programs (e. g. GLA 2011, CoP 2012). Cities' governments as well as economic agencies and unions obviously perceive it as a prerequisite of city and public wealth.

However to our knowledge there are few to none structured approaches to measure the internationalisation of metropolitan areas and incorporate it into strategic urban planning. One goal of this paper is therefore to present a valid set of indicators structuring the subject of internationalisation into nine fields of interest (e. g. population, economy, tourism and accessibility). By using official and open data we develop a method for a continuous monitoring based on disaggregated spatial analyses. It shall firstly support an objective assessment of the degree of internationalisation, secondly serve as an empirical input to the urban development concept of Berlin 2030 and thirdly allow the comparability of different cities.

For the case of Berlin the article outlines the findings of our work in progress and discusses how places of internationalisation can become crucial pillars of urban development and how they can benefit the city's growth (e. g. foster endogenous potential of migration).

First results indicate that there was a significant expansion of internationalism, particularly in the areas of education, tourism, culture and urban life. This is mainly a result of a growing appreciation of internationalisation by the inhabitants. The study also shows that internationalisation is a very dynamic process. Since the first analysis in 2006 (SDU 2006) there is a considerable shift of places of internationalisation within the city. Not only is there a strong convergence to the inner city but also a concentration in specific boroughs which show a high amount of places of internationalisation.

The paper draws conclusions for the policy relevance and develops further research questions.

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Planning the Recovery: Dubai's Search for a New Model

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Keywords: Dubai, resilience, adaptation

Dubai's economic fortunes have recently experienced a rollercoaster ride of rapid growth, bust, and slow uncertain recovery. The same events affected other cities in the Gulf region, though none as dramatically as Dubai, where work stopped on the ambitious Burj Dubai project (tallest building in the world), until it was saved by the emirate of Abu Dhabi and duly renamed Burj Khalifa (after Sheikh Khalifa Bin Zayed Al Nahyan, the ruler of Abu Dhabi and president of UAE).

This paper deals with the challenges to urban planning and policy caused by the ongoing global economic slowdown that has left no economy untouched. The interconnectedness of currencies and investments has meant that as capital has fled markets, it has often left behind half-finished projects and debt-ridden private- and public-sector entities. This has created a downward pressure on property values, rents, employment and wages, and tax revenues, threatening the financial standing of already embattled planning agencies. In such situations planners are faced with the difficult task of trying to control the damage and jumpstarting local economic development, with a restricted budget and against market trends.

Dubai is facing a similar situation since its real estate crash which started in 2008, with prices falling steadily until 2011. A large number of buildings in Dubai's glittering skyline are now vacant. Many ongoing construction projects have been stalled. And despite the oil wealth, budgets are being tightened, and public spending is being looked at more closely (Lang, 2011).

Dubai, which holds only 10% of the country's oil reserves, realized early on, that to "catch up" with the rest of the world it had to break away from the traditional master planning with its predictive capacity and demand-side orientation. It chose instead to capitalize on its trade and mercantile heritage. Dubai devised a supply-side strategy by creating clusters of free-trade zones and artificial islands that, with marketing and infrastructure, attract cutting-edge companies, provide impetus for growth, and ultimately influencing the city's morphology.

What can Dubai learn in terms of the planning process and urban management from the experience of being distressed and attempting to recover from it? We argue that Dubai's model so far has been set up for periodic crashes. If it is to remain competitive, and become resilient (Hordijk and Baud, 2011) and "resourceful" (MacKinnon and Derickson, 2012), Dubai must look for a model focusing on creating real value, and building strong communities.

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Unlocking the Potential of Second Tier Cities: Lessons from Tartu as Southern Estonian Regional Pole

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Keywords: second tier city, territorial performance, regional policy

Second tier cities (STC) are to play an important role in polycentric and balanced spatial development at European, national and regional level. Following the policy objectives of EU Lisbon Strategy, STCs should be engines for regional development aiming at creating more territorial balance, advancing knowledge-based economy and offering citizens a high quality urban environment. Strengthening the role of STCs in the global and regional economy is needed, in particular when having internal territorial capacities but express an economic underperformance (SGPTD 2010).

The paper examines the roles and the socio-economic trends of Tartu as the secondary growth pole in Southern Estonia, specifically compared to the metropolitan Tallinn. Economic, social and environmental advantages as well negative effects are assessed at the various levels of scale – global, macro-regional, national, regional and urban region level, the impact of territorial policies and Europeanisation processes is discussed. Tartu fulfils a central role as Estonia's leading research, educational, health-care, and administrative centre. The key drivers for territorial performance of Tartu are strong human capital and innovation, knowledge-based economy, high quality socio-cultural life, living environment and stable governance.

Increasing globalisation and concentration of public and private resources upon the Tallinn metropolitan area has lead to a strong demographic and socioeconomic polarisation in Estonia. The role of Tartu has been weakening in the national context, although its macro-regional and regional importance has been growing due to the increased importance as an academic centre and achievements in global science and R&D. The Europeanisation is signified by improved accessibility, including reconstruction Tartu regional airport in 2009. Regional labour and service markets have been strengthened due to upper level services, education sector and public sector jobs. Deconcentration of Tartu core city has indicated to issues of diseconomies scale and unsustainable sprawling path. The liberal-conservative planning practices have resulted in ad hoc allocation solutions which have created significant changes in land use, neglecting the principles of strategic planning (Roose&Kull 2012). To prevent the widening gap between Tartu as secondary growth pole and the metropolitan Tallinn, macro-regional and national target programmes and strategic plans need adjusting and shaping to impact Tartu's role in the regional, national and European context, considering the effect of EU external border and BSR dimension. Multi-scalar territorial vision and aligned integrated plans at urban region should be elaborated and implemented via smart specialisation, sound accessibility and triple helix partnership model.

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SESSION 12-14 Social Development

The Rise of the Hispanic Demographic in Houston

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Keywords: sustainability, indicators, growth, urban development, demographics

This research presents a model to examine the sustainable development of Houston, Texas with emphasis on identifying determinants of areas where the Hispanic population are attracted and classification of those areas according to sustainability. The White population dropped by almost 300,000 persons between 1980 and 2010, while the Hispanic population increased by just over 600,000 persons during the same period to become the largest demographic group (U.S. Census Bureau, 2011). What are the major determinants for classifying neighborhoods where Hispanics choose to locate and White population choose to leave?

This study presents a more systematic assessment of sustainability. GIS will be used for spatial analysis, and for representation of visual imagery. Components analysis will be used to assess the determinants of change. Since the metrics were chosen to measure indicators specifically identified to represent sustainability, then their interrelatedness as revealed through components analysis is unique to sustainability and can validly be classified as 'Sustainability Components'. Fourteen thousand neighborhoods in Houston were used as the units of analysis for this study, and thirty indicators were used.

This research adds to the literature on sustainable development by a novel approach to integrated indicators. It addresses gaps in the literature highlighted by several authors: Neuman and Churchill (2011) and Godschalk (2004) for the operationalization of sustainable development to act as performance measures for development practice. Berke (2002) and Redclift (1992) call for a methodology for translating Sustainable Development theory to meaningful practice.

Using data from the US Census, EPA, TCEQ and local government, the study will aid in understanding sustainable development in Houston and developing a model for conducting a sustainability evaluation for other local governments. The study also presents the intersection of previously disparate systems in our built environment and how those could be integrated under the umbrella of sustainability.

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The Location Preference of the Knowledge Workers in China and its Implication for the Fringe Areas of the City

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Keywords: knowledge-based city, Chinese creative class, fringe areas

In the last few decades the city-region of Shanghai-Suzhou have gone through a process of impressive industrial growth which is moving, in the most recent years, towards a knowledge-based economic system strongly encouraged by the central government.

The shifting between a manufacture-based system towards an advanced tertiary region has been embodied by the creation of the Sino-Singaporean Suzhou Industrial Park that has been the catalyst for the transformation of the whole regional economy.

While Shanghai has assuming a leading position among the financial cities in the global scenario Suzhou has featured itself as a new Asian "Silicon Valley" fostering the location of Universities, Research Centers, innovative and creative firms.

The tangible effect of this transition, at least in the last ten years, has been the creation of new job opportunities for the so-called knowledge-workers from China and from abroad.

On the other hand the location of the new industrial parks, science parks and higher education towns in China has been widely criticized for prioritizing the outskirts, in relatively isolated condition from the rest of the city (Zhang, 2006; Wang, 2007).

If the transition towards a knowledge-based economy have been clearly based on a strongly land consuming urban model the newcomers have also brought new demands of urban quality that could theoretically have a different or even opposite implication comparing to the current model. This implication is intending to be explored in the present paper.

The experience from western countries shows in fact that knowledge, health and food, rank among the top location choices for the knowledge workers in whatever urban environment (Kunzmann, 2009).

In the spring-summer 2012 a pilot questionnaire have been implemented in the Higher Education Town of the Suzhou Industrial Park exploring the rising demand of open space in the city of Suzhou based on the idea that the peri-urban areas can today provide, even in China, more and more services like areas for leisure time, rural tourism and resting, provision of local food, sport activities, etc.

These studies are still not widespread in the Chinese context but could provide arguments for the policy makers to adopt urban containment strategies and to preserve the rural areas left over around the Chinese cities.

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We Got More Educated, We Are Better Off... Right?

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Keywords: human capital, workforce preparation, talent attraction, labor migration

In the twenty-first century, human capital and a highly educated workforce are the key factor to urban, municipal, and metropolitan competitiveness. America's increasing wage inequality can largely be attributed to the preference for high technological literacy and educational attainment (Goldin and Katz 2008). Cities and metropolitan areas benefit greatly from high concentrations of well educated, high skilled residents (Gottlieb and Fogarty 2003). Highly skilled cities are more innovative and able to shake off negative shocks and recessions faster than less educated cities (Glaeser and Saiz 2003).

While the benefits of a highly skilled workforce are well documented, there is little recent research on what characteristics of localities or regions drive human capital accumulation. Well educated young adults state that they prefer to live in built up vibrant urban areas, but their actions show that wages and opportunity for continuing education are stronger attractors for these individuals (Cortright 2005; Hansen, Ban, and Huggins 2003). Local and regional economic development policy would benefit from a better understanding of how to attract or build human capital.

There is even less research on what effect human capital accumulation has on the labor market as a whole. Analysis of the 78 American metropolitan statistical areas that increased their educated workforce between 1990 and 2010 shows uneven labor market outcomes. Many regions that increased bachelors degree attainment did not improve their labor market. This suggests that improvement in the BA attainment of the regional workforce does not always trickle down to lower skilled workers. Urban and metropolitan leaders should find ways to ensure that the entire workforce benefits from programs to improve educational attainment. The first step in this is explaining why some regions convert these gains and others fail.

Using cluster-discriminant analysis similar to Hill and Brennan (2000), I identify how groups of regions enjoy labor market success from increased BA attainment as well as the role of several economic and labor market dynamics in contributing to the conversion of growth in BA attainment into a stronger labor market. The dynamics that I hypothesize to be important include the role of in migration of young workers, the regional industrial mix, the presence and ranking of institutions of higher learning, the presence of a dominant industry or institution, and the level of residential segregation of educated workers from low-skilled workers.

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Shrinking, Ageing, Disconnecting? The Resilience of (Some) Danish Small Towns

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Keywords: restructuring, demographic turn, everyday life, small towns

This paper is based on findings of a project investigating the challenges and prospects of Danish service towns with 1000 to 5000 inhabitants (Groth 2013). One of our hypotheses was that small towns are facing difficulties and decline especially those that have lost their municipal functions due to an administrative reform, carried out in 2007 in Denmark. However, several small towns seem to be resilient to these recent changes. They have stable or even positive development in certain aspects of societal development like demography, participation and associations, or retail provision. They are not undergoing processes of shrinkage but rather of restructuring. In this paper we will analyse and discuss the factors underlying this development and conclude on relevant factors for social resilience.

In particular we look at the development of 250 small towns in Denmark. We apply quantitative analyses of register data, showing the current demographic development of these towns. The first results show that many towns have a stable population development, though with an increasing share of the elderly. The analysis of service provision also shows the persistence of basic services in small towns, especially those located in the periphery. Of special importance is the retailing sector on the one hand concentrating non-food to larger cities but, on the other hand, locating shops focusing on daily commodities in small towns. In 6 case towns we analyse social networks, showing a wide variation of activity in local associations in the various towns. The associations and voluntary capital in the towns lay the foundation for what everyday life can be lived there as they organise common social events, cultural and sports. The associations can also play an important part in more development oriented issues as it is them that communicate with larger municipalities on issues of local concern and they fundraise through holding events for local activities and also for actual physical changes to take place in the towns.

The current socio-economic geography of Denmark is characterised by an ongoing polarisation between two metropolitan areas and the peripheral areas of the country (Andersen et al. 2011). The combination of demographic resilience, basic service provision, and local networks working with issues of quality of life might enable a future for some small towns, even if they are located peripheral to the big labour markets. We will discuss how far these approaches can enable a development which can withstand the general urban dynamics in Denmark.

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SESSION 12-11 Metropolitan Development 1

Producer Service Linkages and Mega City Region Development in the Pearl River Delta, China

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Keywords: producer service linkages, mega city region development, Pearl River Delta

Producer services function as intermediate-demand inputs for the production of goods and other services. They are characterized by important forward and backward linkages to other economic activities, and have merged as the lead sectors of urban-regional economies during the post-industrial era. The linkages of producer services, sectorally as well as geographically, are important in the development of city regions. Relying upon these linkages, producer services serve as “basic” and “indirectly basic” activities to constitute a particularly important element of the regional economic base, and provide state-of-the-art knowledge and expertise to enhance the competitiveness of local and regional economies (Coffey, 1996; Illeris, 2005).

The Pearl River Delta (PRD) in southern China is one of the leading economic regions of the country. Its development trajectory since 1978 is underpinned by remarkable expansion of the manufacturing sector. Since the 2000s, economic development and transformation has driven up demand for producer services. Their dramatic growth has significantly affected the development of the regional economy which used to be dominated by manufacturing activities (Yeh et al., 2006). Since the economic reforms of China in 1978, Hong Kong and the PRD has developed a collaborative relationship that is labeled as “Front Shop, Back Factories” model in which Hong Kong is used to provide producer services to the factories in the PRD. However, will this change with the growth of producer services in the PRD. This paper will examine the growth of producer services in the PRD and the effects of linkages of producer services on the development of mega city region in the PRD, especially the threat and opportunities of Hong Kong under this new regime of producer services development in the PRD.

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From Self-built Periphery to Metropolitan Business District. Spatial Transformations and Emerging Urban Identities in the Cono Norte, Lima, Peru

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Keywords: migration, public space, new urban economies

Since the first half of the 20th century, the Peruvian capital Lima has been dominated and constantly transformed through massive migration from rural communities, the formation of informal settlements and the gradual consolidation of self-built neighborhoods. Urban planning strategies and housing policies could not respond sufficiently to such phenomena, while the "informal city" developed important strategies of city making and of more or less successful integration within this extended metropolitan zone. Since the late 1990s, neoliberal policies, free trade agreements and an increasing connection to international trade activities pushed forward the extension of informal business strategies and therefore another massive structural, social and spatial transformation of the Peruvian capital.

At the beginning of the 21st century, we observe a complete change of both the appearance and the metropolitan role of the so-called Cono Norte, a district where 1,5 million people live and where most cash flows in the entire country. Within less than a decade, the district has developed from a marginal neighborhood into one of the most important wealth-accumulating parts of the metropolitan zone of Lima. Remittances from emigrants -predominantly to the US and to Europe- and the connection through them to an enlarged space of reference, played another important role in this urban transformation process.

Nevertheless, local characteristics have been equally important within this process of change. The paper discusses to what extent the migrants' identification with Andean networks and their concept of solidarity and participative economy reinforces the integration into a capitalist city network and produces hybrid other forms of relations and economies. It analyzes contemporary concepts of citizenship and property of a new urban middle class with rural background and the role of their traditional and emerging urban cultural identities. Within the context of new commercial spaces we encounter the appearance of a new urban imagery, architecture and new forms of appropriation of formerly undefined urban space. This redefinition of the public space is studied in depth, in order to make out its potentials and challenges for social sustainability, new activity patterns and forms of civic involvement within an ongoing global connectivity.

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Urban Sprawl in Bulgaria – Specific Issues in South-eastern Europe



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Keywords: urban sprawl, transition, south-eastern Europe, urban planning policy

The transition from central planning to democratic and market-led social development provides conditions for substantial growth in the strength of the decentralized initiatives of the new market players. Since this is both, logical and inevitable, many researchers expected processes of urban sprawl to emerge and to develop rapidly in the post-communist societies in Eastern and South-eastern Europe (Hirt 2007, Tsenkova and Nedovic-Budic 2006, Kok, H. and Kovács 1999, Tammaru et al 2004).

More than two decades after the start of the transition the new trends of urban development are much more obvious. Observations of the paper support the view that processes of urban sprawl do exist in Bulgaria and their rates in some areas are already accelerated, but they display very strong local features. According to these conclusions the urban sprawl in Bulgaria is generally of western type, but it deviates from the western model in important aspects due to local specifics. Some of the specifics should be related to the geographic location and are close to those associated with South European urban models (Leontidou 1998). Another group of features are due to circumstances and traditions developed during the period of socialism. A third group should be related to factors of recent economic development and the concrete type of transition.

The paper draws conclusions about the forms of sprawl that can be observed in Bulgaria with respect to the reasons analysed and suggests certain general considerations about the policy of planning and regulating urban development with regard to the interests of local population and the interests of the market players in the areas subject to urban sprawl.

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Study on the Reconstruction of Population Spatial Structure in City Fringe of Urbanization Process in China, Tianjin as an example

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Keywords: urbanization, city fringe, the reconstruction of population spatial structure

With the rapid development of China's urbanization, the city population and spatial changes, in which city fringe area is the most significant and the most sensitive region.

The process, characteristics and dynamic mechanism of the population spatial structure reconstruction in city fringe, has important practical significance to promote the city fringe area of space and social integration, and put forward the planning adjustment and control strategy.

China's Tianjin as an example, from 1990 to 2010 population of city fringe area grew nearly doubled. Meanwhile, massive changes have taken place in the spatial distribution of population, employment structure, age structure and education level. The study uses the methods of comparative analysis and questionnaire survey, based on census data. This paper systematically analyzes the population change, population density, evolution characteristics of the population structure and imbalances between people and land in city fringe of urbanization. In combination with the development of economy and society, the paper explores the reconstruction of the dynamic mechanism and mode. Finally, the paper forecasts the future of population development in Tianjin city fringe area, and provides planning strategies for land use, transportation, public facilities arranged.

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SESSION 12-12 Metropolitan Development 2

Athens in Crisis: the Planning Challenges

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Keywords: Athens, spatial physical planning, regulatory master plans, crisis

Athens, especially the centre of the city, is currently undergoing an immense crisis. An explosive combination of inherited planning inadequacies, of the on-going economic crisis and of a tremendous immigrants problem, has led to several chain effects that need urgent measures and new planning trajectories.

This paper goes through the several phases of the planning history of the city to the existing plan, and discusses the various proposals that have been made for the present and for the future, both at the level of regulatory (master)plans and of solitary or comprehensive interventions proposed by different stakeholders and reflecting different rationales.

One of the key arguments is that, on the one hand, mere physical planning is not adequate to resolve the existing acute problems and, on the other, non-spatial planning is also not sufficient. The paper argues for a comprehensive spatial, participatory and sustainable planning process which however, the key agents seem not to be ready to take on board..

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Declining Inner Suburbs? A Longitudinal-spatial Analysis of Prosperity Indicators in the Urban Zones of the 15 Largest Canadian Census Metropolitan Areas

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Keywords: Inner suburbs, urban region transition, Canada.

This paper aims to examine whether inner suburban decline is occurring in Canada. Fifteen largest Census Metropolitan Areas (CMAs) are selected and each CMA is separated into five different urban zones: Core, Inner City, Inner Suburb, Outer Suburb and Fringe/Exurb. Census tract level data is used to assess all zones for decline based on relative prosperity changes in median household income, average dwelling values, and average gross rent through census years 1986 through 2006. Further analysis is conducted for nine larger CMAs to address whether census year differences, urban zone classification and the interaction between them are significant for two composite factors: prosperity and exclusivity. Descriptive analysis, factor analysis, and GLS regression are used to demonstrate the changes in the Inner Suburbs. Results indicate that Inner Suburbs decline in median household income, average dwelling value, and prosperity factor. Average gross rent and exclusivity factor show less clear results. Overall, the study suggests that Canada's inner suburbs are experiencing decline. While a few possible explanations and policy approaches are offered, more research is necessary in order to establish plausible mechanisms beyond preliminary speculation.

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Remaking Paris as the 'City of Flows'. Mobility Narratives and Design Politics in the Networked Metropolis

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Keywords: metropolitan regions, mobility, infrastructure, design as politics

Focusing on the shifting urban politics of infrastructure, this paper examines two aspects of the recent Grand Paris Express proposal for a rapid regional rail network serving greater Paris. First, it examines the conflict between the State and the Region's visions for the project – and the contrasting narratives of spatial mobility (social vs. economic) that underlie this conflict. Narratives of mobility and of networks are employed both by proponents of economic development and by proponents of social justice. However, the strategies each proposes to achieve mobility goals are often directly in opposition.

Second, the paper analyzes how, in the midst of this debate, the State has instrumentalized architects to more effectively promote its economic development agenda for Grand Paris Express. France's mayors and presidents have long employed architecture as a tool of urban politics, but the political role for architecture is changing as Paris is reframed as a networked, polycentric metropolis. I argue that this reframing is as much an aspiration as it is a reality – the multipolar city has become an economic development paradigm for achieving global competitiveness. At the same time however, under globalization pressures and decentralization policies, the governance of greater Paris has become fragmented and exceedingly complex. Meanwhile, the infrastructure that enables this complex metropolis is increasingly a focal point of its conflicts. In this challenging metropolitan context, the media role played by architecture is key to shaping public opinion and directing urban development.

To provide evidence supporting this discussion, I analyze the proceedings of two interrelated public processes that took place between 2007 and 2011. The first is the Grand Pari de l'agglomération parisienne international design consultation to envision the future of greater Paris, which culminated in the Grand Pari(s) exhibition at the Cité de l'Architecture in 2009. In parallel, I filter the documentation of the Débat public sur le projet de Réseau de transport du Grand Paris, the largest participatory planning process in France's history, which took place in late 2010. The mission of this process was to contrast and debate the merits of the Region's Arc Express versus the State's Grand Huit regional train proposals. The former favored serving existing areas of population density, particularly the disadvantaged communities impacted by the riots of 2005. The latter emphasized establishing new economic poles in the far periphery linked to airports and TGV lines.

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The Urban Development of the Former Athens Airport

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Keywords: sustainability, mixed-use, park and seafront, community, synergy

Greece, in the midst of financial crisis, faces the challenge of developing the 6.200.000 m² former Hellinikon airport. The site is strategically located 10 km south of downtown Athens, with a seafront of 3.5 km, surrounded by the city's urban grid. While the process of identifying an investor for the development is underway, Hellinikon SA, the company established for the management and the development of the property, has produced an indicative master plan, addressing the key environmental, spatial, economic and social issues of the project. The master plan, together with its accompanying economic model, provide a framework for the company to understand what is feasible, allow the people of Athens to express their desires, and the Greek government to make its strategic choices.

Hellinikon SA's concept is the creation of a mixed use metropolitan pole, to boost the national economy and be the impetus to regenerate the greater Athens area. The new plan seeks to balance international competitiveness and financial growth with public benefit, engaged communities and integration with the surrounding urban environment. The central strategy of Hellinikon SA focuses on the creation of a sustainable development, a balance among the protection of the environment, financial growth and social prosperity. Hellinikon SA has adopted the four classifications of the Zofnass Program of Harvard University: Quality of Life, Climate Change, Natural World and Resource Allocation that has become the sustainability rating system for infrastructure in the USA, as the "Envision" system.

The selected land uses aim to specific synergies. They include regional functions with emphasis on culture, tourism and business, anchored in and around a much needed in Athens metropolitan park of 2.000.000m². The metropolitan park is an integral part to the built space and provides a balanced management of natural resources. State of the art urban infrastructure aims to reduce the environmental impact of the development and increase environmental awareness. A system of multiple local centers with public amenities within residential neighborhoods, inspired by the sub-sectors of the Ekistics theory of K. Doxiadis, forms the connective tissue of the development. The creation of lively communities with distinct identities is based on pedestrian circulation, preserving historic structures preexisting on the site and new landmark buildings and landscapes at nodes of the development.

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SESSION 12-15 Supraregional Development

The Reshaping of China's Urban System: What's Next?

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Keywords: urban system, China, urbanization policy

Three aspects of the Chinese urban system have remained remarkably consistent: (1) China has never developed a single “primate” city or urban region, as have many other countries during the process of development and increasing globalization; (2) national economic and urbanization policies have played an important role in shaping the Chinese urban system, and (3) there continue to be marked regional imbalances in urbanization (Wu and Piper 2013). The contemporary urban system is driven not only by the continuing development of natural and infrastructure resources, but also by added reform-era urban stimuli such as foreign investment, state investment programs (such as the go-west policy), state development projects (such as high-speed rail), and industrialization. Many of these recent stimuli have disproportionately favored cities over rural areas, eastern cities over central and western cities, and a few pre-eminent cities above the rest.

This paper will present a critical analysis of the key drivers shaping China's urban system during market reforms and the pressing issues confronting policy-makers at both national and regional levels. It also will outline the likely scenarios that China's urban system may evolve into in the near future. Data are primarily based on official Chinese sources, including statistical yearbooks, census data, and official publications. While urban China is undergoing economic, social, and spatial transformation resembling what we have seen elsewhere, parts of its trajectory clearly push the limits of contemporary urban theories and experience. Chinese urbanization is sui generis in combining aspects of different urban types along with certain uniquely Chinese qualities (Logan and Fainstein 2007).

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Exploiting the City Network of Yangtze River Delta, China through the Firm Linkages

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Keywords: city network, economic linkages, firm linkages, Yangtze River Delta Region

It has been a consensus that it would be an appropriate way to carry forward the urbanization in China with the form of urban/town agglomeration (Chinese ministry of housing and urban-rural development, 1999; World bank, 2004; Mckinsey global institution, 2008 and etc.), and the “National Plan of Promoting Healthy Urbanization (2011-2020)” is going to be published in March 2013 with 20 urban agglomerations as the key points. Researches figured out: if the cities are not socio-economically connected, the strategy of “developing urban agglomeration” would be an idle talk. Therefore the socio-economical linkages among cities seem to be the key issues for regional planning.

The paper intends to reveal the city-linkages/network of Yangtze River Delta Region, which is a quite mature global city region in China, embracing 22 prefecture-level cities, around 11.4% of Chinese population and around 21.7% of national GDP (census 2010). Most of the cities had their own preponderant industries, and since the opening up of Shanghai in 1990, the global enterprises have been embedding in this area and greatly changed the industrial and territorial structure of this region. Thus these 2 factors – local and global production and sale process seem to be the main forces to create the economic linkages. The firm links are useful tools for tracing this city-linkage/network (Hall and Pain, 2006; Rozenblat and Pumain, 2007). The headquarter-branches relations, which mostly reflect the division of tasks and added value (headquarter - lab branch - manufacture branch – sale branch), would be helpful for exploiting the command and control relation among cities, while the upstream and downstream relations would reflect more the complementary links. The paper would firstly examine the Fortune 300 and their branches in this area, and conclude the city network with the influence of global companies; then it would examine 300 stock listed companies (Shanghai A-Stock) which are registered in this area, and their branches, to reveal the city network under the domestic dynamic; finally, the upstream and downstream relations of stock listed companies of one certain sector would be studied, and the network basing on one sector would be revealed. In conclusion, the city networks/ city links of Yangtze River Delta would be reflected through these 3 aspects.

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The Nonexistence of the Dutch Randstad

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Keywords: Randstad, spatial concepts, governance

The original conceptualization of the Randstad as a deconcentrated world city in the late 1950s followed by its political acceptance marked the beginning of the construction of the Dutch spatial planning system. The objective to create a balanced internal structure of the Randstad combined with the principle of a fair distribution of employment, income, housing and services across the country marks the Randstad as a territorial expression of much wider political objectives: the creation of a (postwar) welfare state. The original Randstad concept also fits neatly within the conception of the Netherlands as a decentralized unitary state: the deconcentrated development mirrors the fairly autonomous position of local government and the relatively weak position of the provinces.

Over the years the Randstad concept and supporting policies as the growth centre (1970s and 1980s) and compact city approaches (1990s and 2010s) have been primarily addressing urban form. Other discourses which focus on functional relationships between cities and regions and the position of the Randstad in the European or even global context could not be integrated within the Randstad concept. The governmental substratum of the Randstad has always been too fragmented for that. A politically integrated Randstad approach will not reach beyond the level of the (classical) wings. Governance linkages and the organizational capacity to build up such linkages are far more important to understand the conceptualization of the Randstad than functional relationships between the Randstad cities and regions. One can even conclude that research Randstad's internal spatial configuration is fairly useless to function as an argumentative base for any kind of Randstad approach. The various conceptualisations of the Randstad should be situated in a context formed by broad orientation of the Dutch planning system as a whole as well as the development of governance capacity on different levels of scale. Recent years show the dominance of competitiveness discourses as well as different efforts to fill in the institutional void between the level of municipalities and the provincial level.

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Populations and Mobility for a new Urban System

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Keywords: urban transformations, multiple populations, unbounded cities.

This research aims to underline the rise of a new urban system, based on the overlapping of complex and multi layered relations. Thanks to the growing importance of Information and Communication Technology (ICT), we can consider contemporary cities as hubs raised from the intersection of different flows. ICT, in fact, make possible in contemporary urban systems, the simultaneous presence of two different phenomena: concentration and dispersion (Castells, 1996). In this contest, technology has to be considered as catalyst for movement and flows and, at the same time as an attractive factor for people and knowledge. As a consequence of ICT development and because of multiple populations that inhabit, use, or pass trough our territories, the city overtakes its administrative boundaries transforming itself in an unbounded entity.

As matter of fact, the dense frame of mobility spaces (including ICT and high-speed communication network) supported, during last century, the development of a city of distant relations. The observation of everyday mobility is a fundamental tool to analyse and interpret contemporary city transformations (Urry, 2000) and to look for solutions to the conflicts raised between different urban populations. Mobility, as the set of practices that allows to connect temporal and spatial resources (Pucci, 2007), represents a valid tool of analysis that help us to understand, from one side, which populations are inhabiting this new urban context; from the other, what are the spaces shared by these multiple inhabitants. Consequently it is a useful device to reconsider the role of administrative boundaries and their unevenness, since inhabitants go trough different spaces in different times.

Besides, and looking at those processes from the point of view of urban design, mobility projects exceed administrative border because of their own nature, as they are trans-scalar and borderless. The investigation focuses on the planning improvement for achieving viable possibilities to manage and design contemporary cities, considering, furthermore, the deficiency of current planning tools.

Methodologically, the proposal is based mainly on theoretical survey, related to the main key issues: the configuration of a new urban system, the existence of temporary populations who inhabit the same territory following different time schedule, the fuzzy boundaries and the mobility behaviours.

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SESSION 12-13 Green and Sustainable Cities

Landscape and Urban Planning Transformation of Space-planning Structure as a Vector for Sustainable Development of the Linear City

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Keywords: landscape, urban planning transformation; sustainability

The 21st century in urban theory and practice is characterized as the century of the "new urbanism." New approaches to building sustainable urban structures are based on the design according to the principles of environmental sustainability and the preservation of the existing landscape structure of the territory. Therefore, the current trend in the practice of the city structure urban development is the landscape and urban planning transformation of the space-planning structures.

Landscape and urban planning transformation of the city territories and agglomerations allows you to create an open plan structure of the city, linking the city with suburban areas, to develop an efficient transport infrastructure, as well as create a system of agricultural landscape neighboring the border of the city.

In a global urbanization, especially in post-socialist countries in Russia to be more exact over the last 10-15 years the number of urban population has increased dramatically, there has been a rapid pace migration of the rural population into big cities. Consequences of this process have an ambiguous meaning - on the one hand the socio-economic role of cities as economic and cultural center of agglomeration increases, on the other the pressure on cities' ecosystem is growing, which in its turn has serious negative environmental problems. In this situation, the relevance of transforming urban environment in order to create comfortable living conditions of the urban population is becoming evident.

Volgograd, a major industrial center of Russia Southern federal District, has a population of one million people. We are considering options for landscape and urban transformation, based on the principles of sustainable development.

The uniqueness of Volgograd linear structure and the specifics of local climatic conditions prevent the use of conventional techniques and methods of urban design. Therefore, it is the transformation of landscape and urban planning. The planning structure is an efficient vector of the city development and its metropolitan area.

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Development of Sustainable Urban Forms for Under-developed Mountainous County Areas: the Case of Hubei

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Keywords: urban-rural Interaction, sustainable urban forms, under-developed mountainous county area, development mechanisms

Development of sustainable urban forms in under-developed mountainous county areas is a great challenge in the modern context of acute land scarcity, rapid urbanization of China and globalization. Though the urbanization model in the Pearl River and Yangtze Delta, namely, the Shunde model, South-Jiangsu model and Zhejiang model have been observed with great success over a long period of time, however, driven by the fragile ecology and ethnicity as well as limited land resources in the mountainous counties, it is imperative to seek for sustainable urban forms for special areas.

Herein we conducted structured questionnaire surveys and extensive interviews with the local government and mainly evaluated three aspects including animal husbandry, special plantation and tourism within 24 typical mountainous counties of Hubei province, were evaluated. The results reflected that the development of sustainable urban forms in those areas discussion cannot rely on the diamond model.

Based on the above statistical investigation, the thesis focused on the essential elements and the mechanism regulating the urban-rural interaction in the process of urbanization in the mountainous counties. Specifically, a framework was constructed for the development of four elements, namely, population factors, industrial elements, land elements and network facilities, and the urban-rural interactions as well as interactions among different elements were analyzed at length. In addition, with the three aspects including the market, the government and the social role demonstrated as the three forces, the characteristics of the mechanisms for urban-rural interaction were analyzed and how the mechanisms linked to the elements were explained. As well, the framework of the development mechanism for the under-developed mountainous counties was also discussed.

The conclusion is that far-sighted policymakers, local culture protection, eco-industry creation, and a suitable market condition are essential to achieve a sustainable urbanization in ethnic areas with fragile ecology and backward economies in under-developed mountainous counties of China.

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The Importance of Urban Green for City Regions in Transformation

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Keywords: urban green, benefit transfer, city regions

City regions are facing substantial transformation processes due to long term phenomena such as demographic change, globalization and tertiarization as well as mid-term challenges like the current financial crises. One key issue within this setting is the interurban competition for high-skilled human capital. Against this background, it is getting more and more important for urban planning to find configurations of land uses for city regions, which provide a high quality of life for inhabitants and guarantee a noticeable attractiveness for firms and tourists.

A relevant driver of the attractiveness of city regions is a high quality urban green environment, which delivers economic, social and environmental benefits such as tourism, recreation and biodiversity. Nevertheless, due to shortages in public finances and the competition with other land uses, investments in urban green need to be justified economically against politicians and the public.

By means of this paper, this issue is investigated further by focusing on the economic value of 18 Landscape Park Neckar projects in the growing and densely populated city region of Stuttgart in Germany. They cover a wide range of different investments that are linked to the Stuttgart's urban green, such as river renaturation, improvements of parks and development of large urban regeneration projects with the focus to increase the city's attractiveness.

To capture the projects' benefits on economy, society and environment (Niemelä et al. 2010) we developed a system of relevant impact fields and used the benefit transfer method to extract available information from other studies to our specific context. The estimates of benefits from these studies were adapted to calculate individual benefits of the landscape park projects in Stuttgart. By means of a benefit-cost analysis the projects' benefits are set into relation to their costs (Brent 2006).

The results of the benefit-cost analysis reveal that the 18 projects generate benefits of about 300 million euro, which exceed five times their costs. Especially the benefit gain through recreation and leisure, quality of space through improved river access, and health and well-being are high. Within a time horizon of 15 years, only four projects would not be break-even; but most of them already create net benefits after a few years. These findings strengthen the position of urban green within the competition of other land uses for limited public means by providing hard economic evidence and proof urban green's relevance for the general quality of life and place of a city region. In summary, the presented approach offers new insights into possible ways of supporting public decision making processes by enabling internal discussions in public administration and opens up new ways of comparing strategic planning opportunities in times of transformation (Jilkova et al. 2010).

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The Patterns of Change: Infrastructures, Filaments and the Open Space System

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Keywords: morphogenesis, metropolitan development, urban change, Lisbon

The paper presents the overall structure and preliminary findings of the research project Forms of metropolitan spatial production in Lisbon [1940-2011], currently developed by the team of Murbs – metropolitan studies and forms of urbanization research group (Faculty of Architecture/ Technical University of Lisbon). The research project stems from the opportunity to discuss recent metropolitan development under the light of new census data (2011) and of an on-going revision of regional and municipal plans. Thus, the research adds new perspectives and further development to findings obtained in previous research projects on the morphogenesis and development of metropolitan Lisbon and comparative studies with other metropolises (George and Morgado, 2007), as well as the adaptability and sustainability of recent land-use policy instruments for managing urban change (Eraydin and Tasan-Kok, ed, 2013). A critical and conceptual update of the forms of urban production and territorial planning take into account innovative approaches, not only in metropolitan Lisbon, but also regarding national and European trends.

The location of the Metropolitan Area of Lisbon in the crossroads of remarkable Atlantic and Mediterranean landscapes contributes to its unique urban development, combining the access to the ocean and global trade and the potential of an inner sea – the Tagus Estuary – as a morphological and identity reference. Its territorial specificities and historic background give rise to characteristic forms of urbanization. Literature and previous research have shown the contours of leading processes of urban growth in different periods of metropolitan development. Until mid-20th century by resorting to urban contiguity, then by introducing spatial disjunction and functional specialization, as a reaction to modern city concepts. However, a third period starts evolving from the late 90's onwards, with characteristics which, so far, may only be sensed.

The team developed an update of cartography (M888 series, 2009), resorting to previously tested methodology. This work preceded the exploring and renewal of the conceptual and critical framework regarding the forms and planning of metropolitan - spatial production, under the scope of relevant innovations in the Portuguese planning system. Therefore, this research aims at decoding the 'fabricscape' weaved by increasingly resilient matrixes of plots, infrastructures and urban splinters in the last decade, according to three dimensions of research: 1. Fabrics and morphogenesis; 2. Flows and networks; 3. Spatial Planning and Metropolitan Governance.

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Rural-Urban Migration and Resilience: Vietnamese Migrants after Relocation

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Keywords: urban resilience, rural-urban migration, grounded theory

Rural-urban migration is considered to be one of the primary factors affecting urbanisation. In the development economics literature it is described as a process in which people move from rural to urban areas to meet the demand for cheap labour for industrial development. This phenomenon is traditionally viewed as necessary for economic development because cheap labour is transferred from rural sectors of low productivity to modern sectors of high productivity located in urban areas. The driving force for rural-urban migration predominantly refers to the importance of economic incentives, as described in Todaro's model (include a reference here), in which people's decision to move to urban areas is thought to be rational and based on the expectation of higher real income higher-tech industries in urban areas. However, these explanations of the decision-making process of migrating individuals/households are very limited in the case of Vietnam where little research has been undertaken on these issues. After economic reorganisation in late 1980s, industrialisation and modernisation were a central part of economic development policy in Vietnam. The construction of industrial zones and residential areas on agricultural land inevitably led to the relocation of households who had to move away to give space. This study investigates the various coping strategies used migrants after moving to the urban areas. In particular, the social and economic impacts of the relocation as the result of the process of urbanisation and industrialisation on individuals and their livelihoods are examined with a view to suggesting policies for improving the planning and management of the resettlement process. The study relied on grounded theory to frame the research background and associated research questions. In-depth interviews were conducted with 109 relocated households to examine their coping strategy in urban areas. The results show very mixed motivations, experiences and outcomes for the migrants who decided to move from rural to urban areas. The results challenge the basic assumption in Todaro's model which suggests migrants are economically rational when deciding to move to urban areas. The results also suggest that a more holistic theoretical approach is needed to explain the rural-urban migration phenomenon in developing countries.

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SESSION 12-16 Post-Industrial and Brownfield (re)Development

The Mobilization of Heritage as a Component of Resilience in Old Industrial Regions in Transition. The Case of French Ardennes

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Many old industrial regions in Europe and North America have undergone a significant decrease of their activity, or even a desindustrialization process leaving extensive abandoned factories and brownfields and a shrinking and pauperized resident population. The former have become the object of a new field of studies, first called "Industrial archaeology" in Britain, which, after having been the pioneer of the industrial revolution, had also been the first country to experience that process (Buchanan 1972 ; Edelblutte 2008), and subsequently "Patrimoine industriel" in French-speaking countries (Bergeron and Dorel-Ferré 1996). Being first the affair of historians of art, architecture and techniques, this industrial heritage has then raised the interest of geographers, economists and sociologists and constituted a specific challenge for planners.

What role can the conservation of industrial heritage play in the adaptive capacity of a city or a regional unit facing a desindustrialization context ? In other words, can it be a tool helping to develop a resilient attitude or reversely an obstacle hindering it ? In fact, those two antagonist trends can be observed (Veschambre 2008). On the one hand, attempts to foster local development can lay on a tabula rasa choice based either on a fascination for technical and economic modernity or on social and political resentment against firms considered as responsible for the fall of the ancient economy. On the other hand memory of a brighter past and pride of former technical know-how can become a cement gathering various stake-holders in a multi-faceted patrimonialization process.

The case of French Ardennes, and especially of the Meuse river valley, illustrates these contradictory trends. Its traditional metallurgy suffered a deep crisis after 1975, which left a considerable amount of abandoned buildings and wasteland, highly visible thanks to its spatial concentration along the valleys. In spite of a number of demolitions, a gradual appropriation of this heritage has led to a reinforced territorial identity. But its valorization needs to combine several approaches and types of actions : creation of heritage museums favouring a cognitive appropriation by the local population together with some touristic development ; conversion to new industrial plants (plasturgy); housing developments and social equipments.

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Working Regions: Regeneration by Design in Older Industrial Regions

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Keywords: regions, advanced manufacturing, industry studies, resilience

This paper presentation focuses on Working Regions and economic development policies aimed at building and maintaining sustainable and resilient regional economies. At the core of this analysis is evidence from four cities where research and design functions and manufacturing still co-locate in the US and Canada: the optics and photonics industry in Rochester, New York and Quebec, Canada, the medical devices industry in Minneapolis/St. Paul, Minnesota, and the apparel and outdoor industry in Portland, Oregon. This paper highlights common characteristics---and policy initiatives---in working regions: established firm networks, research centers related to local industries, strong branding narratives, and policy support for small firms that design and manufacture in the region. These industries and the regions they occupy are competing in global markets based on innovation, design, and quality. In all four cases, these working regions are---to varying degrees---taking a high-road strategy.

Recent research has extended this analysis beyond North America and into the UK, specifically Birmingham. This comparative element has added an international perspective to the research project and highlighted the challenges posed by regional restructuring and the emerging role of precision and advanced manufacturing in older industrial regions. This research has added evidence to the argument that in order to construct resilient, working regions, capable of responding to exogenous shocks similar to those which hit the global economy in the last several years, we must rethink regional policy---what it is and what it does.

And as this academic rethinking occurs, in practice, the policy models and strategies continue to move in that direction. For example, in the UK, the recent emergence of “City Deals” and local enterprise partnerships (LEPs) affecting the eight cities of Birmingham, Bristol, Leeds, Liverpool, Newcastle, Nottingham, Manchester and Sheffield, has again shifted the organizational framework shaping the governance regimes that manage devolution. The paper advocates for a new “flexible specialization 2.0” policy approach to regional economic development by highlighting organizational structures and policies that foster innovation and manufacturing in small firms, focus research centers on process and product innovation, and support dynamic, design-driven firm networks.

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Resilient Urban Regeneration: Situating the Manchester Case

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Keywords: resilience, regeneration, Manchester

Within the literature on urban regeneration, leading examples have emerged in part thanks to the UK's intricate policy web of regeneration initiatives. Cities such as Manchester, Birmingham and Liverpool have experienced regeneration differently as they worked to become more resilient and sustainable cities. In contrast, the US framework for regeneration focuses mainly on physical transformation of the built environment while separate policy frameworks guide social, cultural and environmental initiatives. As they continue to experiment with predominately one dimensional redevelopment and revitalization policies and programs, many of the well known Legacy cities in the US, such as Cleveland, Detroit and Buffalo, continue to lose population and struggle with their regeneration efforts. At the same time, other US cities such as Philadelphia, Pittsburgh, and Indianapolis seem to be on the rebound, incrementally gaining population as they transform their communities with perhaps a more holistic blend of policies that tend to mirror elements of the UK regeneration legacy (Mallach 2012).

As part of a series of comparative case studies on the regeneration of UK and US cities, the following paper focuses on the Manchester case, situating it within a comparative regeneration policy typology. Analyzed through the conceptual framework of urban resilience (Pendall, et al 2010), the paper examines the mix of policy and planning interventions together with the adaptive leadership of policy entrepreneurs. Certainly, the 'Manchester model' (Robson 2000) offers comparative lessons for US and UK legacy cities in how different types of cities can orchestrate core elements or ingredients to take a more strategic and resilient approach to the infusion of regeneration policies and programs.

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Thoughts and Observations of the Growth of Urban Militarism: Snapshots of the Boston (USA) and Berlin (Germany) Experience

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Keywords: military urbanism, base closings, shrinking military

Across the United States and Europe, military forces are dramatically changing where and how they train their personnel. After years of occupying massive complexes of land, harbors and open spaces, they now require far less space in far fewer locations. Largely due to innovations and new training programs, the military can now reach its training objectives through simulation, informational technologies, and on-line activities. The net result is that there is increasing downsizing and the abandonment of military bases across North America, Europe and all NATO nations. While one can be grateful that the military is requiring less space and fewer facilities, the legacy of this transformation has not always been positive due to the character of its activities and its treatment of the land and seascape (Woodward 2004). Moreover, when their bases close, they typically disrupt the economic and social fabric of the community. The recovery of these places often takes decades.

The regeneration of closed military bases has been ongoing in the United States since the ending years of the Viet Nam War (1970 -1973). Despite the many wars that the United States has been involved in since, the release of these bases for other uses has continued. In 1990, the U.S. Department of Defense formed the Defense Base Closure and Realignment (BRAC) Commission's which was given the assignment of assessing the value of all bases and recommending closure for those that were no longer needed. In 2005, a second BRAC was formed to close still more facilities. Another round is expected following the end of the Afghanistan intervention.

In Germany, NATO, and the former Soviet Nations, there have been similar activities as a result of the U.S withdrawal from Germany, the increased use of base sharing by NATO forces and the return of Russian troops to home soil (Wuschansky 2009). It has now been more than forty years since the approaches for base closings were first established. And yet, no one has undertaken an analytical study of the impacts of the planning approaches taken and/or a study of best practices in a transatlantic, comparative manner. A challenge for re- and development of military land is the absence of reliable and detailed data (Woodward 2004:14). This paper intends to take a fundamental first step to correcting this shortcoming by analyzing and comparing the experiences from both North America and Europe and describing the state of the art in the redevelopment of military land. By so doing, the paper contributes to improved processes and better results from these efforts as they continue in the coming years.

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Post-War Transition and Resilience in Beirut, Lebanon: Does Planning Contribute to Maintaining a Conflict Trap?

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Keywords : post-war reconstruction, market-driven planning, inequality

Understood both in terms of civil conflict and of urban history, the puzzle of post-war reconstruction in Beirut, Lebanon seems to be one of the most appropriate locales to explore the roles and challenges of planning in (post-)conflict environments. The Lebanese capital has indeed been the urban focal point of a complex civil conflict, with significant episodes including the 1975-90 civil war, and has now to manage complex urban policy-making issues related to recovery, modernization, and politico-sectarian reconciliation.

Investigating the rationality, the process, and the outcomes of market-led reconstruction strategies, this research aims to interrogate the extent to which public and private city-builders can import 'usual' planning practices — in terms of land and housing management as well as real estate development — to conflict and post-conflict environments without endangering socio-political stability. In the case of Beirut, the research sets out to explore whether, and to what extent, post-war urban interventions — namely the megaproject of downtown revitalization (Solidere) and the gentrification process occurring in pericentral districts — could contribute to limiting the city's resilience and to maintaining a conflict trap in the city.

Our hypothesis is that ongoing urban regeneration strategies in the centre and in outlying neighbourhoods increase the risk of socio-spatial fragmentation and sectarian homogenization by increasing in horizontal inequality between Municipal Beirut and its periphery. In combination with the peculiarities of domestic and regional politics, market-driven planning interventions are likely to impact the redevelopment of post-war cities on a massive scale, both in space and time, fostering the emergence of a new political economy of land and real estate development and designing a new geography of centrality and marginality. The very practices used to bring about city regeneration may in fact fuel internal tensions and give them a new territorial dimension.

This approach to post-conflict urban reconstruction requires an in-depth understanding of both (a) the redevelopment strategy at the macro level (political agenda of domestic and external actors, city vision, investors' identity, etc.) and (b) the city-building mechanisms and specifics at the micro level (systems of land ownership, developers' rationale, political and/or sectarian networks, legal and institutional frameworks, etc.).

Overall, Beirut's redevelopment strategy raises numerous theoretical and practical planning questions, and the city represents a large-scale laboratory for the politics of 21st century post-war resilience and reconstruction. Beyond its specific context and dynamics, this challenging case study can indeed be critical in identifying and scaling up lessons about redevelopment processes for future redevelopment strategies in other (post-)conflict cities such as Sarajevo, Tripoli, and Aleppo.

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SESSION 12-17 Technical and Social Infrastructure

After Infrastructural Networking: Transition and Expectation in Lisbon Metropolis

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Keywords: infrastructural spaces, metropolitan development, networks transition, Lisbon

The paper addresses the changing patterns and trends of recent metropolitan development in Lisbon (Portugal) from the view point of infrastructural networking. This research gives continuity to the main findings, challenges and questions discussed in the author's PhD Thesis in Urbanism, in which Lisbon's metropolitan territory was interpreted through the conceptualization of infrastructural mediation.

The concept was regarded as an interpretative and design instrument for the metropolitan condition, as well as a morphogenetic mechanism. It focused on the infrastructural strata of mobility, communications and public utilities and their relationship with landscape and urban fabrics. A two-fold matrix was developed to decode infrastructural mediation: 1) through a systematization of morphological mechanisms, referred as reticulation, fabric weaving and interfacing; 2) through a periodization from 1856 to 2007, divided into five moments representative of the infrastructural development of Lisbon's metropolitan territory.

In the last period (1995-2007), metropolitan infrastructure reached a well developed stage of networking, through the layering of what was called a connective fabric by: 1) the multi-scalar recombination of various networks; 2) the development of well connected patches of urban development bridging or regenerating spatial and functional gaps in the metropolitan fabric; and 3) the introduction of landscape and transport interfacialities in nodal spaces.

Recent trends (2007-2011) show evidence of a transitional stage. A number of planning initiatives which took place regarding large scale infrastructures of global connection (new international airport, high-speed train part of Trans European Networks, logistic platforms network) are currently facing re-assessment in the context of frail economic and financial resources and changing demographics. The effort to accompany growth with an increasingly reticulate and interfacial infrastructural network – symbolically achieved with the completion of the first regional ring motorway in 2011, almost fifty years after its inception – is now met with skepticism regarding the ability to sustain future development.

Further paths of research are outlined in the paper in order to address three new questions for metropolitan planning and design:

- The role of the new mobility interfaces in shaping and driving urban renewal and public space improvement in Lisbon;
- The strategies to cope with persisting network gaps and socio-spatial inequities through new levels and types of infrastructure;
- The management of existing infrastructure and its resilience to accommodate change.

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Impacts of High-Speed Train Stations on Chinese Urban Development: An Empirical Study of 38 Cities along Two High-Speed Lines

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Keywords: urban development, high-speed train station, spatial transformation

Public investment in massive transportation infrastructure such as high-speed rail has functioned as an instrument to promote urbanization and economic development in China. High-speed train systems, according to the theoretical analyses and practical experiences of Japan, France and Germany, will improve regional accessibility, boost urban development, and increase floating capital and professionals in general. However, it is questionable whether specific cities with high-speed train stations would experience urban growth or shrinkage. Current research concerning high-speed rail in China focuses on urban relationships and accessibility at a regional level. This research instead explores the economic and social impact of high-speed train stations at two levels: the middle-level of cities and the micro-level of the surrounding areas around stations. It also focuses on the spatial transition and imbalance initiated by stations. For this study, 38 cities and towns along two high-speed train lines called Jing-Hu Line (from Beijing to Shanghai) and Wu-Guang Line (from Wuhang to Guangzhou) are selected as case studies.

At the city level, the research compares urban development from 2004 to 2012 between cities with stations and its adjacent cities in terms of economic performance, spatial transformation and social improvement. It aims to identify the possible imbalance generated by the massive transportation infrastructure bringing in floating capital and professionals. At the micro-level, the research focuses on the spatial transformation and development processes around stations. Data from satellite remote sensing and in-depth interviews with local officials are adopted to explore factors that shape and guide development.

Furthermore, cities are categorized into three groups based on size and administrative level. The research selected one sample in each group to elaborate on actors in the urban planning and development process. Plans for cities and the surrounding areas of stations are compared with the current reality in order to identify the function of planning in the process of spatial transformation. It reveals that plans for the stations and their surrounding areas usually exceed the capacity of cities. The distance between stations and downtown areas (negative) and public expenditure of local governments (positive) has significant correlation with the development of the surrounding area, which means that institutional barriers usually cause improper location selection and public investment continues to play a significant role in urban development in China. The paper concludes with policy implications for urban planners to promote sustainable urban development with public investment in infrastructure.

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Regional Variation in Telework Adoption and Provision

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Keywords: telecommuting, work and home (WAH), telework

“In a few hundred years, when the history of our time will be written from a long-term perspective, it is likely that the most important event historians will see is not technology, not the Internet, not e-commerce. It is an unprecedented change in human condition. For the first time—literally—substantial and rapidly growing numbers of people have choices. For the first time, they will have to manage themselves. And society is totally unprepared for it.” (Drucker, 2000).

Since the end of the cottage industry, workers on a large scale have left their homes to perform work related duties. Now with the increasing ability to work at home, they have a choice. However, telework, defined as work conducted from home or at a location away from a central office for a period of time during the workweek, is not as ubiquitous as may seem expected. Some groups of individuals have the choice to telework more than others and this variation presents itself pointedly across regions. I explore why these variations exist.

Ultimately variations in the proportions of individuals allowed the option to telework across regions (controlling for key variables such as urban form and sociodemographics) is explained by regional occupational bases. This finding demonstrates that the provision of telework can be explained, in part, by the culture of organizations. In other words, certain industries such as the high-tech industry, must innovate organizationally because of the types of employees who work for them and the types of employees the organizations wish to recruit.

Telework has been touted as a strategy to reduce congestion related to commuting and therefore emissions, streamlining business costs by reducing redundant space, increase competitiveness and productivity in the workplace, and provide individuals with opportunities to create balanced lifestyles. Thus, telework engenders much interest by researchers and policy makers from diverse fields and areas.

The results of this work add to the enormous body of literature on telework by promoting that a key area of focus should be on the organizations and industries adopting telework strategies.

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Urban Transition Effects on Socio-ecosystems Resilience

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Keywords: urban ecology, megacities, urban resilience, urban transition

Half of the world's population is now considered urban (Worldwatch Institute, 2007). A transition towards urban growth, stimulating urban sprawl and leading to the formation of 'megacities' has been experienced since the beginning of 21st century (Kraas, 2008; Clement, 2010). However, urban growth can have extensive and dramatic effects on the symbiotic relations among elements of an environment and humans are the main drivers of habitat and ecosystem changes (Alberti et al., 2003). Urban-dominated ecosystems, which are clearly products of natural and social processes (Grimm et al. 2000), include cities, suburbs, exurbs, villages connected to cities by transportation or utilities, and hinterlands managed or affected by the energy and material from the urban core and suburbs (Collins et al. 2000). To better understand interactions in these natural and social processes, cities can be addressed as 'socio-ecological systems' (Grimm et al., 2008 in Kowarik 2011).

There is an increasing body of works on socio-ecological systems resilience while megacity formations are accelerated in many regions. Socio-ecological resilience is based on assumptions of non-linear dynamics of change in complex, linked social-ecological systems. Hence, socio-ecological resilience studies help us to respond to the effects of urban growth. In this respect, this study seeks to bring contribution to the socio-ecological resilience works. For this purpose, it focuses on one of the megacity formations, the case of Istanbul, and seeks to understand urban transition effects on socio-ecological resilience in Istanbul. It examines novel projects for growth towards becoming a megacity and their effects considering power, conflict, and cultural issues.

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POSTERS 12

The Role of Spatial Representations in Enhancing a Plan's Capacity of Persuasion TOD in the Amsterdam Metropolitan Region

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Keywords: policy concepts, spatial representations, regional governance, Amsterdam, The Netherlands

A wide variety of ways of representing policy concepts in planning processes is apparent. This variety is not just related to the nature of the spatial structures and policy instruments involved: it is also related to issues of power, politics and governance (Neuman, 1998). Representations of policy concepts produced by different agencies or at different times will often reveal substantial differences in both their appearance and performance, even in the same region. In this paper we examine the evolution of planning images (maps and spatial representations) linked to the development of regional transport and land-use plans in Amsterdam metropolitan region.

Recent changes in the Dutch planning context, including the revision of the Dutch Spatial Planning Act in 2008, have promoted the use of indicative frameworks in spatial planning approaches (Buitelaar, et al., 2011). The obligation to construct guiding principles for spatial development has in turn led to an increased use of non-statutory policy concepts and representations of these. At the same time, planning reforms have led to more open planning protocols and have left planning authorities uncertain about appropriate planning strategies (Roodbol-Mekkes, et al., 2012). In this paper we examine the way in which policy concepts related to the integration of transport and land-use policy have been spatially represented in the Amsterdam metropolitan region over the last decade and how these images have been used by different actors.

The paper begins by providing an overview of the case study area: the Amsterdam metropolitan region. It then presents a theoretical framework for analyzing policy concepts and uses this to assess the representation of policy concepts in recent planning policy documents. In the main section we examine differences in the appearance and performance of spatial representations from an analytical, normative and organisational perspective. In the final section we relate our observations to recent changes in the Dutch planning context.

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The Performance of New Districts of Medium and Small Cities in Northwest China

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Keywords: performance, new district, Northwest China

New district development has played an important role in the process of the urban spatial growth. The medium and small cities in Northwest China are undergoing a period of rapid spatial change, and most of them are experiencing the significant adjustment of the urban function and structure. Although Northwest China has little demand for the new districts development compared with that in the Eastern China and Central China, there are many new districts emerging in the past years, and that have made a tremendous effect on framework of overall urban structure. They also have potential to alter the social fabric of the city and will bring change to the city economy, construction land and population distribution. By taking new districts in Northwestern China as the research object, the paper describes the evolutionary course, types of new districts, and discusses its evolution characteristics from spatial expansion pattern, industrial function, spatial relationship change with home city and the dynamics of promoting the development of new districts etc.. The specific focus is on the relationship between the location, size, spatial expansion patterns, and development dynamics of new districts and their impacts on the city spatial system. The analysis in this study utilises survey, literature review, documentary research and census data to examine the performance of new districts in Northwestern China in several contexts, including how it is function, and whether it has the promoting effect on home city development; whether it has the improvement effect on organisational models of spatial systems; and interregional comparison by carefully considering the opportunities and challenges presented by the new districts. The paper attempts to analyse and understand the implementation efficiency of new districts development strategies from perspectives of sustainable city development. This paper will contribute to a much greater understanding of performance of new districts development, and the integrated efficiency brought about for city as a whole. Findings from these studies provide stepping stones to improve new districts efficiency in the expanding process.

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Mediterranean Archipelago: Renewal and Development Strategies for Island's City-Ports

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Keywords: island city-ports, insularity, waterfront regeneration

The paper deals with the development of insular urban regions, focusing on city-ports situated in very specific contexts where societal conditions, effects of transformation, structural sensitivity, capacity to absorb the disturbances and adaptability are affected by the condition of insularity.

The theme of city-ports development and waterfront regeneration in recent years has been raised to be one of the most challenging for the experimentation of new urban development policies, in a context that is more and more influenced by global competitive dynamics. The new competitive challenges in the globalized market create a need for technological modernization of ports and upgrading of the connected infrastructures, together looking for new spaces and compressing the urban established settlement.

The focus on the islands conveys to treat these issues in the light of specific context and territorial characterizations: as it's difficult, for the smaller ports, to enter in the global competitiveness system, in the same way the redevelopment of the island's port-city system cannot be treated like continental ports, with their connections to the transport network and to inland logistical, cultural and socio-economic infrastructures.

The close relationship with water, in island seaports, requires a great attention on themes such as accessibility and permeability toward water. Moreover, regeneration policies and projects are required to engage and reveal their effects in a wider range, involving the entire port area and the connected urban districts, the urban core as a whole and the inland.

The contribution, through the analysis of several cases of redevelopment of island's port cities in the Mediterranean sea and in the oriental Atlantic Ocean, aims to highlight the issues, procedures and requirements for re-establishing a better relationship between city and port, from two viewpoints:

In more general terms, to evidence themes and questions issuing in the redevelopment of island's port-cities, given their positioning in wider territorial systems: the Mediterranean and the Euro-African one. With specific reference to insular seaports, trying to evidence the peculiarities of the context and the way in which it influences the processes of waterfront regeneration and urban development.

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Deindustrialization in Istanbul Metropolitan Area: Globalization, Neo-Liberal Planning Agenda and Socio-Spatial Disparity

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Keywords: deindustrialization, metropolitan areas, globalization, urban economy, region

In the last two decades, cities in all over the world have initiated diverse measures to compete in an environment with ever increasing effects of globalization. Deindustrialization in the metropolitan areas, emerge of second tier cities as new industrial hubs and burgeoning services sector in the new metropolitan economy have all common characteristics of big cities in the world. As the biggest industrial hub in the last 50 years, since the early 1990s İstanbul Metropolitan Area has started to transform as the new center global cultural activities, tourism and services.

In this paper, authors will examine the social-spatial consequences of deindustrialization process which has been accelerated in the last two decades. In the last two metropolitan master plans many industrial areas in the urban core were treated as potential zones for new developments such as luxury residents and shopping areas. With the current figures more than one million people are employed at industrial facilities that those plans consider as the areas “to be transformed”. However, the relocation of industrial areas in the adjacent cities will not only bring the old places new functions but a series of problems ranging from housing-workplace mismatch to urban decay in unprivileged urban areas.

How Aid and Income of Natural Resources Make Urban Sprawl Affordable in Paramaribo

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Keywords: urban sprawl, governance and aid efficiency

In this paper we relate the political institutions of development aid to inefficient land use. It is our hypothesis that 'unearned income' in developing countries can be a major driver of sprawling urban development.

In developing countries, state income is often dependent on additional development aid and in some cases also on income from the exploitation of national natural resources. Although this additional income to tax money seems an advantage for developing countries, in practice it often leads towards inefficient governance practices. (Moore M.: 2010)

Suriname, a former Dutch colony, is a typical case of a developing country that benefits from both types of 'unearned income'. Suriname receives more than average income from aid when compared with other countries in the region. Globally it is the potential 17th wealthiest country when looking at available natural resources. In addition the total tax rate of Suriname is very low, compared regionally. (<https://data.worldbank.org>)

Paramaribo is the fast growing capital of Suriname. Since 1975 the urbanization has taken a leap forward, what used to be a well-organized and planned city, is now growing unplanned, with low density and little spatial coherence. (Jaffe R.: 2008) It has been shown that sprawled cities are very costly in terms of the organization and maintenance of public services and infrastructure. (Carruthers, J.I. and Ulfarsson, G.F., 2003) Furthermore, a sprawling city imposes substantial environmental costs and loss of productivity of arable land.

Faced with scarcity of means and land in development countries, one would expect a more efficient use of natural resources and land. However, when public infrastructure is paid by unearned income, there are little political incentives to address urban sprawl as a political and societal issue.

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Rural Institution and Land Development in Southern China

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Keywords: rural shareholding cooperative, rural planning, China

Rapid urban expansion has led the countryside of southern China to a dramatic spatial and institutional transformation. Non-agricultural activities are booming and becoming the main sources of revenue in many villages. To support the urbanization process, the municipal governments have to expropriate a large amount of rural land collectively owned by the farmers. However, the livelihood of the villagers is at risk under this process and therefore the state has returned a portion of the expropriated land back to the villages for developing their own projects. Rural shareholding cooperative (RSC) was initially set up for developing these projects and managing profit distribution of the rural collective economy. Over the past few decades, RSC has evolved to become a comprehensive institution affecting nearly every aspect of rural development. This study attempts to investigate how this rural institution influences land development and planning in southern China.

Using the capital city of Guangdong Province, Guangzhou, as a case study, we mainly focus our discussions on rural planning and redevelopment projects. According to the recent China's Urban and Rural Planning Act, public participation in rural planning has been given a lot of emphasis and RSC appears to be able to provide villagers with extra incentive to get involved in rural planning and land development. Meanwhile, the amenities in the rural area can be improved. However, the constant pressure of generating increasing profits from the retained land of the villages has significantly affected decision-making on industrial redevelopment projects. Villagers are now much keener in developing more profitable and speculative projects, leading to growing fragmentation and peculiar diffusion of urbanity in the countryside. In summary, we argue that RSC offers a new momentum of urbanization in China, which may possibly enhance the livelihood of the peasants under rapid urban transformation and strengthen their identity as members of the rural collective, though the negotiation process may be lengthened and the costs to the state may be higher.

Strategic Metropolitan Plans: Opportunities for Climate Change Adaptation in Rapidly Urbanizing Australian and Brazilian Regions

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Keywords: climate change, urban growth management, regional planning

Urbanization across developed and developing countries has in many cases occurred at quite rapid rates. This is especially the case for Brazil and Australia where urbanization has reached 87% and 89% respectively in recent years. In response to projected continued rapid urbanization, state governments in both countries have instigated formal planning processes to manage the growth anticipated from future urbanization processes, to protect important resources and to guide infrastructure investments.

The paper will examine the planning for growth management in two rapidly growing metropolitan regions in Brazil and Australia - the Belo Horizonte Metropolitan (RMBH) and the South East Queensland (SEQ) regions respectively. It is against this background of growth management, that a raft of global, national, regional and local drivers of change is predicted to influence and impact these rapidly urbanizing regions. One significant influence which is anticipated to impact at all levels in both the short to long term in both countries is climate change.

The paper will compare and contrast current approaches to incorporating climate change adaptation considerations into the strategic growth management planning initiatives for these rapidly urbanizing regions.

It will focus in particular on current attempts to incorporating climate change science into regional/metropolitan planning processes to inform the plan's policies and strategies. This case study review will be contrasted against contemporary practices and accepted principles for climate change adaptation at regional scale. It will also consider how these growth management planning initiatives require their respective communities and institutions to address climate adaptation at regional and local spatial scales, especially within the context of the longer term temporal scale that these plans traditionally cover. In examining current planning practices, the paper will investigate how they are attempting to deal with the uncertainty of evolving climate change science and the extended time frames that strategic adaptation policies need to address.

The paper will conclude with a comparison on the challenges, lessons and potential adaptive pathways for the contrasting settings of Australian and Brazilian cities drawn from the two case studies.

The Nonexistence of the Dutch Randstad

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Keywords: Randstad, spatial concepts, governance

The original conceptualization of the Randstad as a deconcentrated world city in the late 1950s followed by its political acceptance marked the beginning of the construction of the Dutch spatial planning system. The objective to create a balanced internal structure of the Randstad combined with the principle of a fair distribution of employment, income, housing and services across the country marks the Randstad as a territorial expression of much wider political objectives: the creation of a (post-war) welfare state. The original Randstad concept also fits neatly within the conception of the Netherlands as a decentralized unitary state: the deconcentrated development mirrors the fairly autonomous position of local government and the relatively weak position of the provinces.

Over the years the Randstad concept and supporting policies as the growth centre (1970s and 1980s) and compact city approaches (1990s and 2010s) have been primarily addressing urban form. Other discourses which focus on functional relationships between cities and regions and the position of the Randstad in the European or even global context could not be integrated within the Randstad concept. The governmental substratum of the Randstad has always been too fragmented for that. A politically integrated Randstad approach will not reach beyond the level of the (classical) wings. Governance linkages and the organizational capacity to build up such linkages are far more important to understand the conceptualization of the Randstad than functional relationships between the Randstad cities and regions. One can even conclude that research Randstad's internal spatial configuration is fairly useless to function as an argumentative base for any kind of Randstad approach. The various conceptualisations of the Randstad should be situated in a context formed by broad orientation of the Dutch planning system as a whole as well as the development of governance capacity on different levels of scale. Recent years show the dominance of competitiveness discourses as well as different efforts to fill in the institutional void between the level of municipalities and the provincial level.

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TRACK 13: URBAN AND REGIONAL ECONOMIC PLANNING UNDER PROSPERITY AND AUSTERITY

SESSION 13-1 Firm Location, Clusters, Innovations, Entrepreneurs 1

The Generation of University Spin-offs for Creating Regions of Knowledge: The Case of Vienna, Austria

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Keywords: knowledge regions, universities, spinoffs, innovation policy

Universities have the potential to be major resources for city and regional economies to become more innovative and competitive. One mechanism to achieve this potential is the generation of startups from university-based research projects. There are a number of benefits to the city or region for focusing on generating startups rather than licensing intellectual property, including that the startup will have a very high likelihood of locating within the region.

The barriers to the generation of university spinoffs vary across institutions, across nations, and across regions within nations. This paper reports on a study of the barriers to generating university spinoffs for the city/region of Vienna, Austria, in comparison to the benchmarks of Munich (Germany) and Stockholm (Sweden) using an ecological framework that examines and interprets university practices, policies and culture within the broader city and regional environment, and in turn, within the even broader institutional and economic environment of the respective nation and the EU. The results of the study can help us to identify the kinds of reforms that could yield higher incidences of spinoffs from university research and help to further create cities and regions of knowledge.

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Spatio-temporal Patterns of Entrepreneurial Activity: A Case Study of Phoenix, AZ

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Keywords: entrepreneurship, space-time, economic development, economic growth

In the last two decades, entrepreneurship has received increasing attention from planners and policymakers, and the most recent global economic crisis has only increased this emphasis on entrepreneurship. An overarching goal of policies promoting entrepreneurship is to buffer regions from business cycle fluctuations by diversifying a region's economic base (Rosa and Scott, 1999). One of the many challenges associated with promoting entrepreneurship is the geographic inertia to this activity. Whether this concentration may be explained by the availability of venture capital or labor-market pooling, entrepreneurial activity displays distinct geographic biases and places like Silicon Valley and Route 128 are well noted bastions of entrepreneurial activity (Saxenian, 1994). Thus, efforts to promote entrepreneurial activity in regions outside of these well-noted places must overcome this apparent inertia. In this regard, Phoenix is an interesting case study because it is a region that is not noted as a key hub for entrepreneurship. In recent years however, Phoenix has been ranked as a leading region in terms of entrepreneurial activity. It is also a region that appears to track national business cycles, and has experienced tremendous periods of boom and bust over the last decade.

This study will examine historical spatio-temporal patterns in entrepreneurship between 1989-2009 using a national establishment time series (NETS) database purchased for the Phoenix metropolitan area. A combination of archival research, exploratory spatial data analytical, and spatio-temporal techniques will be used to explore spatio-temporal patterns in entrepreneurial activity across this region over this 10-year period. Key questions that will be answered by this analysis include:

1. Is there geographic concentration of entrepreneurial activity within the Phoenix area, or is it relatively dispersed?
2. Is entrepreneurial activity more concentrated in particular time periods than others?
3. Does entrepreneurial activity exhibit distinct spatio-temporal patterns or is it more evenly distributed across space and time?
4. Do specific industries exhibit clustering with this region in either a spatial, temporal and/or spatio-temporal context?

The goal of this analysis is to provide more detailed information about entrepreneurial activity outside of traditional centers of entrepreneurial activity. The identification of patterns in both space and time can provide information about the efficacy of entrepreneurial promotion strategies in this metropolitan area over the last decade, and might suggest economic development strategies for other metropolitan areas seeking to boost their entrepreneurial capacity.

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Exploring the Role of Non-profit Organizations and Organized Civil Society in Sustaining Regional Economic Growth and Resilience: Four Regional Initiatives in the Knowledge and Services Economy

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Keywords: regional economic development, civil society mobilization, non-profit broad-base organizations

Puerto Rico has adopted a Science-and-Technology Policy, thus choosing a high-skill-dependent development path. On 1999 the Puerto Rico Industrial Development Corporation started to implement this policy with the establishment of a Techno-Caribbean Corridor in the West of the Island. Since then other four high-tech initiatives have spurred in four regions throughout Puerto Rico. These initiatives have had different levels of success in generating jobs and export capacity and in attaining equitable growth. The East-Central Region has been recognized as the most successful. The East-Central Technological Initiative (INTECO for its Spanish acronym), a non-profit broad-base organization seeking to generate socio-economic development in the East-Central region through the promotion of sciences-and-research, is accredited this success. During the recession, this region has been recognized as the most desirable place to do business within Puerto Rico. Other regions are making a conscious effort to emulate their model.

Most literature on regional development touches on the role that government and private enterprise play in attaining and sustaining growth. Others focus on the needed linkages among actors. Porter in his cluster theory highlights the need of linkages to labor and service providers that are often NGOs. However, economic-development theory does not amply address the potential role that civil-society mobilization and non-profits that incorporate broad participation can play in generating jobs and export capacity and in attaining equitable growth, especially in times of austerity.

This paper looks at four different regional-development initiatives that have followed a knowledge-intensive path to development: two in which organized civil society and broad-base non-profit organizations have played a leading role (INTECO-Puerto Rico and Silicon Slopes-Envision-Utah) and two in which they have not been actively present (PRTeCC-Puerto Rico and Economic Development Board-Singapore). All four face urban growth constraints due to their geography. A comparative case-based study will seek to answer the following questions through secondary-data quantitative analysis and semi-structured key informant interviews: How instrumental have been organized civil society and broad-base non-profit organizations in a region's capacity to generate jobs, to export, and to attain equitable growth? Are the outcomes of regional development initiatives in which they are actively present significantly different from where they are not? Does their influence and importance vary through time from inception? How instrumental have they been in the region's capacity to ride through times of economic instability or recession? What lessons can be drawn from these experiences that could inform regional-development initiatives with similar context?

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Agglomeration Effects in the Birth, Survival and Death of Establishments: Evidence from the State of Maryland

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Keywords: agglomeration, entrepreneurship, firm survival

Agglomeration externalities affect economic growth and firms' development. Literature suggests that agglomeration benefits firms via input sharing, labor pooling and knowledge spillover, and may also hurt firms via competition and congestion. Empirical researches find agglomeration encourages firms' births, but scarcely examine it over a firm's entire life span. Consequently it is not very clear how agglomeration affects firms' dynamics and turnover. We contribute to this respect by considering firms' births, survival and deaths in a unified empirical framework. Specifically we ask the following questions: 1) does agglomeration encourage firms' births? 2) does agglomeration prolong firms' survival? 3) does agglomeration reduce firms' deaths? 4) are the above effects up to firm size and industries? In order to answer these questions we employ the Quarterly Census of Employment and Wages (QCEW) data during 2007 Quarter 2 – 2011 Quarter 2, and National Establishment Time-Series (NETS) data during 1990 – 2010, both at the establishment level in Maryland. These data record the birth, survival length and death of each establishment, as well as establishment's characteristics such as industrial code, wage, employment, ownership, etc. They also contain physical address of each establishment, according to which we geocode firms and jobs on the GIS map. By doing so, we are able to measure urbanization agglomeration and localization agglomeration by the number of employment in all industries and in the own industry within fixed distance. We can consider the birth rate, average survival length and death rate on the Traffic Analysis Zone (TAZ) as dependent variables, and estimate agglomeration effects in regressions. We can also consider new firms' survival as the dependent variable, and employ the hazard model to estimate agglomeration effects. We expect agglomeration increases new firms, but may also stimulate firms' turnover. This research will produce new evidence for agglomeration effects on firms' development, and also offer strong policy implications for local economic development.

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SESSION 13-2 Firm Location, Clusters, Innovations, Entrepreneurs 2

The Role of Size (of Events, Cities and Stadia) and Soccer in Urban Regeneration

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Keywords: urban regeneration, mega sport events, stadia, soccer, city branding

The main objective of this study is to examine the importance of sport in urban regeneration. Some of the determinant factors relate to the multidimensional contribution of mega events (and their marketing) in economic development, the growth of urban tourism, the enhanced image of the community, the causing of additional development, the benefits in the collective morale of residents ('psychic income' according to John Crompton). Regarding the economic and / or social impacts of mega sport events, there are both positive evaluations and critical analyses (the latter also involves the application of analysis of economic impacts).

The central theme refers to the role of size (of events, cities and stadia) in the relation between sports (especially soccer) and urban regeneration. Large stadia certainly help in bidding to host mega events, but perhaps the most effective interpretation of the impacts of mega events does not lie on the economic factor. Generally this is also one of the reasons why the efforts to resolve the current socio-economic crisis should not start from numbers.

Globalisation has intensified competition among cities for power, market differentiation, as well as attraction of investment, visitors, qualified personnel and mega events. Cities are competing in order to be developed, but should both cities and stadia necessarily be large? In this context, city marketing and branding has become a strategic tool in order to promote the competitive advantages of a city. The most common marketing strategies are the adoption of a brand (it may be a soccer team), the innovative construction of buildings (and stadia) and the organization of mega events.

The starting point for an alternative interpretation is the book *Soccernomics* by Simon Kuper and Stefan Szymanski (2009/2012), which constitutes an illustrative example of a series of interesting 'pop' studies characterizing many disciplines. The answer to the reasons of bidding to host mega events (mostly from 'smaller' countries and cities) may mainly lie, not in the prospect of economic and spatial development as a result of planning, but in the new politics of happiness. In connection with this approach, there is an evaluation of the impact of the 2004 Athens Olympics.

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Towards Financial Sustainability of Creative Incubators in Times of Austerity

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Keywords: business incubators, financial sustainability, creative economy

In an age of increasing global competition, cities and regions have to be innovative on a permanent base. It is important, therefore, to foster a local or regional 'ecosystem' of innovative and creative entrepreneurs, workers and communities (Krätke, 2011). Business incubators are important elements of this ecosystem, as they are a means to stimulate and protect business start-ups and, by that, commercialize new and often innovative ideas (Montgomery, 2007; Bergek and Norrman, 2008). This is a main reason for municipalities and regional governments to initiate or support business incubators, and many incubators indeed to a larger or smaller extent depend on public funding. This also implies, however, that they are vulnerable for the current economic downturn, which necessitates austerity measures such as budget cuts and cuts in subsidies.

In view of the above, this paper explores how business incubators may become more financially sustainable and less dependent on public subsidies. It focuses on incubators for start-ups in the creative industries, which are in the perspective of the creative economy of particular importance for the innovativeness of cities and regions. Furthermore, it distinguishes three main fields of incubators' activities which may contribute to financial sustainability: 1) commercial activities, 2) networking and 3) tiers of support. Based on this approach the paper addresses the questions which practices can be identified to make creative business incubators more resilient, and how these can be transferred to other local and regional contexts.

The paper is informed by a series of case studies of incubator units in Rotterdam, Milan and the Copenhagen/Malmö region. These are based on site visits, in-depth interviews and discussions, and desk research. The results of the case studies have been validated by local experts and discussed among policy-makers.

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Structural Shifts in Global Electronics Production Networks: Implications for Industrial Competitiveness, Local Industries and Strategic Economic Planning in Central and Eastern Europe

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Keywords: industrial competitiveness, global production networks, Central and Eastern Europe, China, strategic economic planning

Industrial competitiveness in Central and Eastern Europe (CEE) has been declining recently as reflected in the erosion of its industrial base. Most analyses and economic policy debates focus their explanations on intra-European competition and the effects of the global economic and Euro crises. We argue that this focus fails to locate trends of competitiveness within larger global developments. Emerging economies, including BRICS and particularly China, have played increasingly important roles in global production networks (GPNs). And within these, investment and sourcing strategies of lead firms crucially define the specific positions and roles of firms, regions and countries, and global trade and production patterns more generally. A more recent development with equally important significance for the industrial development opportunities in CEE and its regions is associated with the renewed interest in on-shoring - a debate that has gathered momentum in the wake of the global economic crisis under the label “the return of manufacturing”.

In the context of these two, partly contradictory, developments, i.e. “China’s rise” and the “return of manufacturing”, the paper assesses current industrial development and restructuring in CEE focusing on relocation and upgrading dynamics as well as on the role of industrial policies. The empirical lens for the analysis is provided by the apparel and electronics sectors - two key sectors in the CEE macro-region.

Our research methodology places GPN dynamics in its center. This multi-scalar and multi-actor approach allows us to take macroeconomic, meso (i.e. sectoral), and micro (i.e. firm) level dimensions of competitiveness into account. We draw on quantitative data (trade, investment, production, and employment), sectoral databases and qualitative data derived from semi-structured expert interviews. Based on the empirical analysis, the paper develops policy recommendations to address the competitiveness crisis in CEE. We also show that a GPN-informed framework is highly suitable for understanding industrial competitiveness and devising adequate lessons for economic planning in a deeply integrated global economy.

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Road Traffic Congestion, Market Potential and Intra-metropolitan Location of Firms: a Study of Los Angeles Region

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Keywords: road congestion, accessibility, industrial location pattern

Traffic congestion has always been the top urban problem among U.S. cities. According to the study of Texas Transportation Institute, the annual average travel delay per commuter has increased from 14 hours in 1982 to 40 hours in 2010 among the 101 largest urbanized areas. As suggested by Sweet (2011), the effects of congestion goes beyond the transportation systems and may result in economic outcomes such as the inhabitation of regional economic growth (e.g. Boarnet 1997; Fernald 1999; Hymel 2009) and the reshaping of urban population and employment geographies.

In this study, we will address the key question of whether road congestion would be an important determinant of firms' location choices, and whether there is a differentiate effect of road congestion on the occurrence rate of new and relocated firms at the intrametropolitan scale, using Los Angeles area, the most congested area in the U.S. as an example. Traditionally, industrial location theory explains individual firms' location choice as a "cost-minimization" or "profit maximization" process and identified transport costs as an important factor such that traffic congestion causing travel time delay and increasing transport costs would decrease the attractiveness of a location for industrial firms. On the other hand, congestion may decrease firms' accessibility to specialized workers and suppliers that matching their production needs and shrink the customer markets served by the firms, thus "constrain" the agglomeration benefits of a location, which always "coincident spatially" with congestion effects (Graham et al. 2009).

The study will try to explore the casual effect of road congestion on intra-metropolitan firms' location patterns. Specifically, we will draw on location theory and agglomeration economies theory and agglomeration economies theory, we will measure how traffic congestions in the road network would constrain a location's access to labors, inputs and markets, and whether the constraints on "economies of proximity" would decrease locations' attractiveness to business activities. We will also compare the difference in effects of road congestion on the locations' attractiveness to "start-up" plants and relocated plants, based on the assumption derived from the product cycle theory that mature firms with more standardized production process would substitute internal economies of scale for agglomeration externalities and choose more distant location. Our study will be based on the count data models, using the 2003 road network data of Los Angeles region and the National Establishment Time-Series dataset from 2000 to 2009 to examine how congestion effects reshapes urban industrial location pattern in the Los Angeles region over the past decade.

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SESSION 13-3 Urban Economic Resilience

New Approaches in Urban Transformation Management – Challenges for Future Research Resulting from CIRCUSE Project

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Keywords: urban management, disturbances, uncertainty, complexity

Transformation of urban systems is permanent process of its adaptation for the realization of dynamically changing human activities and of responses to external disturbances resulting in the changes in its functional and spatial structure. These changes can be seen as innovations in urban socio-ecosystems independently from the initiating phenomenon. Not all of the changes are in their origin innovative human interventions in urban socio-ecosystems. Many of them are parts of natural evolution of ecosystems (egg, conversion of communities by natural succession), the other are random events – disturbances - actions of natural elements (such geodynamic phenomena, storms, floods), or secondary consequences of human activities or changes of this activities (e.g. fires, war destructions, brownfields).

Exactly in the context of the increased occurrence of random events (natural disasters, economic crisis) and their coincidence with the (more or less predictable) results of decision-making processes involving multiple actors under the uncertainty, there is very difficult to regulate the process of transformation of urban socio-ecosystems using the management interventions. Moreover, the increasing complexity of these systems, their growing interdependences with their gravitation areas and global interconnectedness underscores complexity of decision-making and sensitivity (vulnerability, resilience) of urban socio-eco systems to the disturbances including land use management/planning interventions. Existing management approaches face the limits of their effectiveness, but also of their possibilities to guarantee sustainability of the development goals. It is essential to explore new approaches, with an emphasis on effective interventions catalysing use of adaptive self-organizing mechanisms in urban socio-ecosystems and the possibility of their methodological and institutional anchoring.

The processes of urban transformation have to be examined in their interrelations in the context of natural and social innovations. As example can be used the pressure on functional parts of valuable urban structure or public space subsequently to its functional and spatial fragmentation due to reduction / destruction of original values of the territory as a result of random events. The adaptive management, using the fundamentals of the theory of commons, seems to be challenging approach in urban transformation management connected with multi-actors decision making under the complexity, and uncertainty caused by random events as disturbances in urban socio-ecosystems.

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What Makes Regions Resilient? Main Attributes and Determinants

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Keywords: resilience, crisis, recovery, adaptive capacity

The increasing frequency of economic crisis after the deregulation of financial and economic system brought important implications on performance of regions. For studying regional economic growth resilience thinking is important, since it provides a framework of analysis not only based upon regional endogenous capacities, which had dominated the regional growth and policy agenda in the past three decades, but also the evaluation of capabilities of regions under the pressure of external disturbances.

This paper discusses a framework that can be able to identify the level of resilience of the regions and try to summarise the major attributes and determinants introduced in the literature that make a region more resilient than the others. It aims to explore the performance of different regions during the volatile economic conditions with the help of a resilience framework and to identify the factors of regional resilience that enable regions to respond and recover from economic crisis conditions. Therefore, the paper focuses two major questions: How the different regions react to economic crisis? Why do some regions manage to overcome the negative conditions created by the economic volatilities and adapt to new conditions and recover or even make use of the new conditions for innovative restructuring, while others do not? The paper presents theoretical argumentation on these questions and the case study that identifies the different levels of resilience of Turkish regions and the attributes important both in the period of recession between 1998 and 2001 and the recovery between 2001 and 2008, when the changes in the growth rates of Turkish economy were activated by the external economic conditions.

The Role of the Creative Industries within Maastricht's bid for European Capital of Culture 2018

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Keywords: creative industries, European capital of culture, policy transfer

This paper seeks to examine the relationship between policies and strategies related to the creative industries within Maastricht and the wider Meuse-Rhine Euregion. In particular, the paper will analyze the manner in which ideals of 'creativity' have become a central feature of Maastricht's current bid for the European Capital of Culture in 2018. In the context of previous work on 'policy transfer', the paper will seek to examine the manner in which such ideals have been adapted to suit the context of Maastricht and the surrounding Euregion. To this end, a number of questions become of key importance to the research; 1): On what basis are the creative industries being promoted as key elements of the European Capital of Culture Bid; 2): In what way do ideals of creativity, including the arts, become instrumentalised as drivers of change within Maastricht and the wider Euregion; 3): In what way do those working in the creative industries perceive such approaches and to what degree are they imbedded within such endeavors, and to what extent do they support them.

Economic Resilience of Metropolitan Areas: Post-crisis Implications for Regional Economic Planning

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Keywords: regional economic resilience, metropolitan areas, economic planning

When establishing European Metropolitan Areas in the 1990s a common aim of the political initiators was to implement fast-growing, innovative and competitive regions in a European and global context. In the aftermath of the global economic and financial crisis new questions arise challenging the idea of metropolization: If “[...] metropolitan regions offer a better regional environment for more sustainable stable economic development” (Kunzmann 2010, p. 604), are they also more resilient in context of the economic crises than non-metropolitan areas? How does regional economic resilience differ between and within metropolitan areas? To what extent is resilience an urban and/or rural-phenomenon? And which implications arise for regional economic planning?

This paper applies the notion of resilience, basically understood as the ability of a region to economically recover from shocks (see, for example, Christopherson et al. 2010), to the recent economic crisis in a threefold way: First, several quantitative socio-economic key indicators are taken into account to examine regional economic development during recent years, focussing on metropolitan regions. This includes comparative case studies from metropolitan areas across Europe and is mainly based on official statistics. The results are reflected, second, by revisiting selected concepts of regional development concerning economic resilience. In a final step, this proposed contribution points out implications for national, regional and local policies of economic planning. The “return to Keynesian economics” (Kitson et al. 2011, p. 299) is taken into consideration as well as policies embarking on a new austerity with the latter focussing on balanced economies and reducing public debt.

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Token of Broken Dreams

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Keywords: pro-cyclical planning, Reykjavík, boom and bust, half-built suburbs, resilience

There have been dramatic changes in the urban landscape in Iceland between 2000 and 2013. The economic building boom which lasted from 2003 to 2008 had great effects on the Icelandic norms as well as on the planning sector and the physical urban landscape of Reykjavík. The urban landscape of Reykjavík was characterized by a forest of building cranes rising above the horizon during the height of the economic boom. The boom was followed by the economic bust in 2008, which Iceland is still recovering from. The severe downturn has put its mark on the urban landscape where abandoned and half-built suburbs stand as a token of broken dreams. This paper looks at the resilience of the City of Reykjavík and the measures the city has taken in order to deal with these contemporary challenges. It sets forth and suggests answers to the following questions: What has the city learned from this? What actions has the city taken?

The master plan for the city is under revision. This paper looks at the planning documents for the city of Reykjavík and assesses to what extent the new master plan adapts to the changes in development, and in particular how the modern ruins of half built and scarcely inhabited new suburbs will be dealt with in the new plan.

SESSION 13-4 Urban and Regional Labour Markets

Studying Inequality by Studying Low-Wage Industries

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Keywords: income inequality, degraded work, service industries, labor markets

Income inequality has reached an all-time high level in U.S. cities. But other workplace inequalities are in fact more dramatic. Today, the typical worker employed in a local-serving service industry experiences the routine violation of basic laws governing minimum wages and overtime, vacation time and breaks and workplace safety. These dramatic changes on the job have led workers and worker advocates to embrace community-labor coalitions, worker centers and local policy reform as tools capable of reversing the slide in working conditions.

Despite the effort and creativity they entail, these responses to the degradation of low-wage work are often ineffective. Scholars suggest that efforts to regulate workplaces at the local level fail due to the superior funding and organization of pro-business boosters. Drawing on thirty-plus in-depth interviews with retail workers engaged in a Chicago organizing campaign, I instead argue that the contingency and irregularity of service work itself constitutes the primary barrier to successful organizing and regulation. Like other workers engaged in legal advocacy, these workers face irregular, “just-in-time” scheduling, hold multiple jobs, and fear losing their jobs as a result of even the most basic workplace advocacy. My interview data identify the incompatibility of these workplace realities with advocacy campaigns that require workers to be publicly visible as they participate in spur-of-the-moment picket lines, protests and visits to elected officials.

By focusing attention on working conditions and workplaces themselves, this research suggests a new direction for scholarship that has to date focused on the goals, rather than the means, of workplace organizing. Additionally, it demonstrates that the local-serving industries typically marginalized in the study of urban economic development represent pragmatic targets for policy action.

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The Workload and Jobs for Low and Moderate Income Parents in an Era of Privatization and Austerity

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Keywords: workforce planning, families, women's travel, education

This paper examines the effects on low and moderate income parents from the reduction of government support in housing, education, transportation, child development, recreation, and community development. In particular, the research focuses to what extent parents are able to carry out their multiple roles as caregivers, providers, school liaisons, educators, household managers, and citizens without important programs for affordable housing, day care, school transportation, after school programs, public transit, neighborhood planning, economic development, and adult education.

The paper draws from a mixed-methods case study of 73 households in Oakland, CA, as well as background interviews and participant observation of public processes for several years. Caregivers of school-aged children completed and returned a two-day time-use diary, and were interviewed about their education, location choices, employment, children's activities, transportation, social network, and other topics. The findings illustrate the costs to parents, children, schools, and cities from models that promote private sector management and competition, such as housing choice vouchers, public charter schools, for-profit certificate programs, and privately run recreation. Low and moderate income parents without sufficient supports and in disinvested neighborhoods did not have the social networks that higher income parents were able to develop in their neighborhood school and parks, which are safer and resource-rich due to private efforts. Lower income parents also spent more time traveling and obtaining services, had restricted work opportunities due to their children's school schedules, positions in fields that were subject to government cuts, and degrees from private certificate programs that had not helped with job placement. The conclusion recommends actions planners might use to recognize the effects of these policies and to address them at the city and county levels by working with school districts, public health agencies, nonprofits, community colleges, workforce planners, and businesses.

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Resilience and Metropolitan “High-Tech” and “I-Tech” Activity

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Keywords: high-technology, economic development, regional resilience

During the late 90's and early 2000's High Tech and Information Technology industries were viewed favorably by economic development practitioners and academics alike for their potential to provide high-quality job growth (Chapple et al. 2004). Since that time, increasing pressure from globalizing forces, the Great Recession and industry consolidation have created volatility in the types, and number of high-tech jobs, available in high-tech industries. Yet, the relationships between the resilience of metro areas and their high-tech occupational and industry composition have not been specifically explored in the wake of the Great Recession (Chapple and Lester 2010).

Using an occupational-based measure of high-techness from science and technology occupations and comparing data from Chapple et al, this paper seeks to explore three questions. First, how has the definition of high-tech, and its industry components, changed? Second, how have metro definitions of high-tech changed? And finally, is there a relationship between high-tech diversity and economic performance during the Great Recession?

To date, relatively little is known about trends toward local hiring. How many cities are adopting such policies? What are the characteristics of those cities? What are common elements of these policies? And what evidence exists regarding the efficacy of such policies on hiring outcomes, or on community-level outcomes?

We examine these questions using industry employment data for the largest U.S. metropolitan regions over the 2000s. Our preliminary findings suggest that most industries have become more technology intensive, especially manufacturing. Despite remarkable turbulence in high-tech industries, the relative primacy of high-tech regions has remained relatively constant during the 2000s. Lastly, we find that regions with greater diversity within their technology economy are associated with better economic performance.

These findings suggest that the overall threshold for qualification as high-tech have increased and stress the importance of regional high-tech diversity. While high-tech diversity is associated with better economic performance, it is not a guarantee economic stability.

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SESSION 13-5 Economic Development and Policies 1

The m (median) Score: An Alternative to the z-score in Statistics and Index Creation

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Keywords: measurement, spatial statistical analysis, urban policy

In planning and urban public policy research the problem of non-normal or skewed distributions is particularly troublesome. The absence of negative numbers among commonly used metrics such as Gross Product, employment, population, and earnings creates distributions that are truncated to the left of the mean, with long right-hand tails. This problem is compounded in the analysis of spatial distributions of data due to the rank-size rule. These distributions have their greatest densities to the left of the mean, large coefficients of variation and means that are substantially greater than their medians. In sum the distributions are skewed right and suffer from extreme kurtosis.

Furthermore, planning and urban public policy analysis often relies on the creation of indices to operationalize multidimensional concepts such as economic performance or social well being where the variables frequently have different units of measure. In such cases standardized scores are used to create the components of the index, which are then combined in some fashion. In the cases where an index is created with multiple skewed data vectors the measurement problem is compounded.

In this paper we propose an alternative to the z-score: the median score, or the m-score. This metric retains the simplicity and intuitive appeal of the z-score while it addresses the problems introduced by the non-normality of data on which planning and social analysis is reliant. The m-score is based on outlier-resistant measures in its calculation, the median in place of the mean and the pseudo standard deviation in place of the standard deviation, to create standardized data transformations that accurately portray the middle of the distribution and each observation's location along the distribution relative to its middle. In those cases where the distribution is distributed normally, z-scores and the m-scores are equal to each other.

Using cross sectional data, this paper explores the distributions of five variables, gross metropolitan product, employment, population, earnings, and an index created with these four variables, across the 361 Metropolitan Statistical Areas in the United States using both the z- and m-scores. We test the hypothesis that the m-score results in non-monotonic transformations that preserve the information given by outliers and maintains the face validity and intuitive interpretation offered by the z-score.

We offer a methodological tool that assists researchers to more effectively test and describe phenomenon of importance to planning and urban public policy. Additionally, the simplicity and accessibility of the m-score allows it to be readily incorporated into research methods courses.

Temporal and Spatial Transformation of New Economic Globalization in the Yangtze River Delta Region

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Keywords: new economic globalization, world city network, the Yangtze River Delta Region

Urban and regional development in China has been closely linked with global economic network. Yangtze River Delta Region has become the forward area. In recent ten years, big events such as WTO accession and economic crisis have a profound impact on this process. With the global circulation of capital and product as the indicators, this paper investigates time and spatial transformation of new economic globalization in the Region. Using approaches of world city network analysis, relational data focusing on the global location strategy of advanced producer service (APS) firms and the Fortune 500 firms are collected. The city network of connecting global APS and embedding global value chain has been analyzed. Four features have been identified. First, the Region experienced time transformation of economic globalization which can be summarized as three stages: rapid growth, gradual convergence and decline. Secondly, the pace of embedding global value chain in the Region has been adversely affected by the economic crisis while the pace of integration into the world city network of APS has not been affected significantly. Thirdly, the gateway city - Shanghai is playing the role with both outward orientation to the global network and inward orientation to the regional hinterland. With the rapid integration of sub-central cities into the world city network, increasing part of the Region has been closely linked with economic globalization. Fourthly, the Region has raised its hierarchy in global value chain but the role of export-orientated manufacturing base on the global scale has not been changed. Finally, some suggestions are proposed to improve the competitiveness of the Region to response to the new economic globalization.

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Advanced Service Urbanism: The Evolution of Firm Clustering in US City Regions, 1998-2010

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Keywords: advanced services, clusters, regional

The question of whether post-industrial firm clustering reflects or directs urban growth is essential for planning and geography scholars to unpack. This line of inquiry raises a significant issue for practice as well: To what extent can industrial economic development policy be tied to normative land use goals and place-specific values and norms? Within the extant urban literature on advanced services, or the “knowledge economy” broadly drawn, the focus has tended to be upon the push forces that attract high human capital firms to certain areas and on a generalized description of the polycentric regions that come along with simultaneous concentration and diffusion of economic activity within the globalized economy (Piore and Sable 1984; Sassen 1991; Storper 1997; Florida 2000; Currid and Connolly 2008). This paper further contextualizes these conclusions through an examination of whether the growth of advanced service industry clusters tend to expand or limit sprawled development and whether this effect varies by industry, or by region? To get at these questions, we identify advanced service clusters from time series, zip code level firm data released annually from 1998 to 2010 through the United States Census Bureau. We use a customized subset of this data to measure spatial autocorrelation of advanced service firms by industry and create hotspot maps of statistically significant clusters for 128 urban regions. Our analysis identifies the wider spatial patterns in urban form associated with advanced services and articulates a regional typology of these clusters. We then use regression analysis to explain the attributes within different urban regions that drive different patterns of clustering. We hypothesize that advanced service geographies do not alter the existing path dependent land use norms of an urban region. Rather we expect that in areas with higher rates of sprawled growth and more elastic geographies, advanced services will tend to cluster more outside of city centers, further fueling the existing regional growth patterns. Our results suggest that a priori economic development and land use policy have unintentional effects on industrial spatial patterns. Therefore, such policies should take into account impact on firm behavior from the outset given the longstanding and significant implications for industrial locational patterns and regional prosperity.

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Industrial Gentrification in West Chelsea, New York: Empirical Evidence from Discrete-Time Survival Analysis

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Keywords: urban development, industrial restructuring, The High Line

Urban economic redevelopment, no matter what type it is, naturally involves reconstitution of components of a city, such as demography, physical environment and business structure. The actions to reverse declination consequently increase desirability of the subject area, which would sell itself to customers in better socio-economic positions, and/ or to industries that better suit the city. Contrariwise, what has existed is likely to be forced out and displaced. Urban practitioners have attempted to balance development and preservation by amplifying the potentials while respecting the pre-existing of the area. The High Line and special West Chelsea district is one of those examples. In the 1990s, art dealers and artists groups moved into West Chelsea, New York City, a shell of its former manufacturing self. As it was reborn as an art gallery district, complementary service industries were also attracted such as restaurants, bars, and clubs, and later chased by business, legal and professional services, signifying the threat of gentrification. The High Line park construction and special West Chelsea district (SWCD) designation of New York City aimed to leverage the original art-focused development while maintaining historic industrial atmosphere of the area. Simultaneously, it attempted to satisfy a new demand imposed on the area that is mostly represented as commercial and residential real estate development.

This research investigates whether West Chelsea has taken the intended development path. To be more specific, the questions to be answered are: from 2000 - when plans of both the SWCD designation (2005) and the High Line (first section was open in 2009) were not initiated – to the current, 1) what industries have been survived, 2) what industries have been attracted and 3) how their revenues change over the observation period. On these counts, statistic analyses are adopted in two sets of data to ease the comparison – one includes businesses within the SWCD and the other of the rest of the study area. Using the geo-coded business data in New York City, the series of analyses include survival and hazard modelling, difference in difference and regression discontinuity analyses, will address the questions above respectively. The study area is Manhattan, below the Central Park, New York City. Business data is from ESRI Business analyst with variables of industry codes (SIC and NAICS), annual sales volume, and number of employees. Data is collected in 2000 and 2006~2011. Using New York Department of State, division of state records & UCC, the ESRI data has been cleaned up in depth.

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What Will the Next Building Boom Look Like? Forecasting the Spatial Preferences of Finance

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It is a truism within urban economics that fluctuations in the building stock are cyclical in that characteristics repeat and recur instead of being isolated or random. Like the general business cycle, these periods typically have an expansion, a slowdown, a downturn, and a recovery and can be represented as short- or long-wave oscillations. Economists since Homer Hoyt (1933) have attempted to empirically measure the length, speed and amplitude of real estate cycles, partly to predict when values and construction would resume after a crisis – such as the one we are currently experiencing.

Different cycles have different drivers and, therefore, spatial articulations. In particular, the last two global real estate booms (1980s, 2000s) were predominantly finance-led in that they were driven by global capital surpluses channeled into the built environment and the terms on which financial institutions provided credit and investment capital. Compared to booms driven by employment or population growth, finance-driven booms tend to spike rapidly and hyper-extend the length of the upcycles as speculative bubbles are kept from clearing. I have argued elsewhere that the availability of new public and private financial instruments and the growing power of investment banks and private equity funds (in other words, widespread absentee ownership) during the 2000s sped the pace of construction, directed investment toward those locations where rent gaps were widest, and exerted a strong bias toward new construction over the renovation of existing structures.

It is likely that the time and space of the next boom will also be strongly motivated by the interests of financial markets. If so, how might the next boom be different or similar to previous ones? This paper, which draws from my book-length manuscript under contract with the University of Chicago Press (entitled *Why We Overbuild*), looks backwards at the urban construction booms of the 1980s and 2000s as played out in major US cities such as Chicago and New York City to derive some informed guesses. I base these inferences on the analysis of quantitative real estate trend data and interviews with key informants in the development finance profession comparing these two periods.

My findings will depend on the relative strength of different trends. On one hand underwriting criteria have become more stringent and some municipal governments are encouraging better market analysis and more repurposing of existing buildings and locations. On the other hand the financial regulations imposed in the aftermath of the 2008 crisis are weak, securitization is experiencing a state-sponsored come-back, and global investment banks are “reloading.” The intention of this research is to give planners and researchers a historically-grounded sense of the contradictions inherent in a finance-led recovery.

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SESSION 13-6 Economic Development and Policies 2

Dimensions of “Smart” Fiscal Policies of Cities

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Keywords: smart public finance, smart fiscal policy, sustainability of municipal budgetary policies

In the context of “smart cities” as a concept involving new technologies and social processes with the aim to reduce the environmental burden and resource consumption of cities (cf. Giffinger et al., 2005; Lazaroiu and Roscia, 2012), it has recently been stressed that the financial resources and fiscal policies of cities have to be “smart” as well to achieve the long-term goals of a sustainable development. Sustainable public finances even have been put forward as the very basis of the development of “smart cities”. While the debate on sustainable public finances has mainly centered on municipal debt, the concept of “smart” fiscal policies may include a broader range of dimensions of sustainability.

The paper first presents an overview of the concept of “smart fiscal policy” in particular along the following lines.

- Sustainability of public debt (which can be tested for by several statistical and economic models);
- Fiscal policies in terms of the effectiveness of expenditure (past, present, future-oriented; WNA-concept), and in the sense of environmentally counter-productive expenditure (e.g. Schratzenstaller, 2005);
- Processes for planning fiscal policies and institutions to account for citizens’ participation in budgetary policies (Feld and Kirchgässner, 1999);
- Smart fiscal federalism in terms of responsibility of decision makers, financing electorate, and beneficiaries.

We then explore the “smartness” of municipal fiscal policies by discussing Austrian cities. The paper presents empirical and econometric evidence on the fiscal sustainability of Austrian cities (Bröthaler et al., 2011), applies the WNA-concept to municipal expenditure, and discusses the institutional arrangements to be provided for a smart fiscal policy.

Our results show that Austrian cities are well off in terms of sustainability of their municipal debt; however, the effectiveness of municipal expenditure in terms of sustainability and future-oriented expenses has decreased over the last ten years. Lack of institutions of direct democracy (participation) and a fiscal federalism system that is not incentive-compatible are major future challenges for smart fiscal policies of cities.

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Fiscal Devolution and Planning Decisions. A Comparative Investigation across Different Fiscal Regimes

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Keywords: fiscal austerity, devolution, urban governance

The paper discusses the results of a qualitative inquiry (Besussi, 2012) into how fiscal regimes and policies influence planning and development decisions. The investigation is contextualised in three European countries (the UK, the Netherlands and Italy), which display different fiscal traditions and local fiscal arrangements with regard to the raising of revenues through urban development.

Several European countries are currently implementing fiscal and welfare reforms in the form of increased devolution of taxing and spending powers and responsibilities to local governments, fiscal austerity measures. These combine with an economic recession, which has shrunk the available tax base.

Different arguments have been developed to explain the planning response to fiscal policies and regimes. On the one hand, local governments in less centralised fiscal regimes are reported to be using urban development as an opportunity to expand (Curti, 1999) or increase the value (Swyngedouw et al., 2002) of their tax base, on the assumption that property taxation and development charges are the key source of local tax revenues.

On the other hand, local governments are viewed to have no incentives to release land for development in the context of more centralised fiscal regimes where public spending linked to increased population will be greater than potential marginal revenues (Boelhouwer, 2005; Cheshire and Hilber, 2008).

The research attempts to address this ambiguity and make considerations, on a theoretical level, for changes in urban governance models.

The interview-based investigation has uncovered that the relationships between fiscal regimes and planning decisions might be shaped by:

- In Italy, changes towards a negotiated model of spatial governance whereby lack of fiscal resources are replaced by a “trading” of land and development rights for physical and social infrastructures;
- In the Netherlands, the active role of municipalities in the development of land as a form of control of spatial development and as a source of fiscal revenues is currently showing its limit due to economic recession affecting the development and construction sectors.
- In the UK, the mechanisms through which local planning responds to the financial pressure of finding resources for infrastructures and affordable housing (such as the use of S106 or the assessment of site viability) are still largely affecting how and how much development comes about and how many resources local authorities capture.

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Driven Pattern of Spatial Economic Development and its Corresponding Spatial Strategies for Urbanization in Henan Province of Central China

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Keywords: spatial disequilibrium development, spatial-temporal pattern, planning strategy, Henan Province.

Receiving strong support and policies making attention from the central government in recent years such as “Rise of Central China”, “Construction of Two-oriented Society”, “Urban Agglomeration Strategy”, “Urbanization Strategy” and so on, Central China is progressively developing into the second carrier of Chinese population after the east coastal areas with disequilibrium theory as the guidance of provincial spatial development. Such disequilibrium development is reflected not only in economic aspect, but also commonly associated with population and urban spatial distribution. In this sense, spatial planning strategies can be made for guiding population and urban spatial distribution, thus to achieve the healthy economic spatial development. Taking Henan Province in Central China as the case, this paper addresses the issue of disequilibrium spatial development and the planning strategies accordingly. Based on ESDA (exploratory spatial data analysis) with statistical data of GDP per capita and urban population data of Henan Province by county level, it reveals the Spatial-temporal disequilibrium pattern as well as the association between county economic spatial patterns and its spatial distribution of population. For the former, according to global analysis of Arcgis and GeoDA095i, county economic spatial present the trend of climbing up and then declined on the whole. Besides, difference between counties are remarkable. The LISA clean-cut indicates different developed and underdeveloped districts. And for the latter, big cities Aggregated in Zhongyuan urban agglomeration which comes to a high GDP per capita. While most middle and small cities distribute in southeast Henan where most of the areas supported by agriculture with a higher population. Then the paper put forward several spatial strategies for development of different spatial layers : province, urban agglomeration, cities, and counties. Finally, it is concluded such strategies are essentially belong to implementation strategies of urbanization and the examination of Henan case guarantee to have a future significance for spatial development of Central China.

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Manufacturing's Contribution to U.S Metropolitan Economies in the 21st Century

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Keywords: manufacturing, producer services, exports, metropolitan economic growth

Traditional regional growth theory emphasizes the role of the export base sector in stimulating regional economic growth. While manufacturing has historically been the primary exporting sector in the U.S. and elsewhere, the growth of the services economy has also been accompanied by increasing exports. In 2011, manufacturing employed 8.5% of the labor force and accounted for 19.9% of gross output, while services accounted for 67.6% of the labor force and 59.3% of gross output (U.S. Bureau of Economic Analysis, 2012). Manufactured goods made up 71.2% of total exports (goods and services). Most of manufacturing for export activity occurred in metropolitan areas as they accounted for 87.5% of manufacturing exports (U.S International Trade Administration, 2012)

The shift in the economy from manufacturing to services is not simply the substitution of one kind of economic activity for another. In part what has contributed to the smaller role manufacturing seems to play in the U.S. economy has been the trend of manufacturers to outsource certain activities that were previously conducted within their large corporations. As we consider the key role that U.S. metropolitan economies play in the global export economy, it is also important to have an understanding of the relationship between manufacturing and producer services activity. In this research, we analyze how manufacturing is positively associated with producer services in metropolitan economies by focusing on two questions:

- 1) To what extent is the relationship between manufacturing and producer services complementary, and what does this imply for geographic proximity of the two sectors in metro regions?
- 2) Given that manufacturing accounts for 70% of R&D expenditure, and is significantly more likely than non-manufacturing to introduce new or improved goods and technologies enabling new or improved services (Helper et al., 2012), do metropolitan areas with higher levels of technology-oriented manufacturing experience stronger regional economic growth?

For analysis of the two research questions, we utilize sectoral employment, wage, income, and gross product data at the metropolitan level. We conduct cross-sectional regression analysis for medium and large metro area, and a 20 year time-series regression analysis for the Atlanta metro area. Our examination of the relationship between metropolitan manufacturing and producer services can inform current policy efforts at the national level to increase exports as a means of strengthening the U.S economy, and, at the local level to maintain supportive environments for urban manufacturing.

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The Effects on the Real Estate Market by an Economic Policy Supporting Urban Renaissance in Japan: Osaka City

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Keywords: urban renaissance, urban development, real estate market

In Japan, during the time of the Koizumi cabinet in 2002, the Special Measures Act for Urban Renaissance, named after a slogan of the Blair government in the UK, came into force. The Urban Task Force was placed in the Cabinet Office to promote the development of cities.

Many urban development projects carried out by the private sector have been realized in Japan by the method of public bodies providing incentives, such as an increase in the allowed floor-area ratio of buildings. The promotion of urban development in Japan by allowing a higher floor-area ratio is effective in areas where real estate demand is high, but has little effect where it is not (Shiozaki, 2008). In addition, if real estate demand has not increased, because of a worsening of the economy of the city, then the real estate market will have been damaged by the promotion of urban development.

This paper aims to identify the effects on the real estate market of the Special Measures Act for Urban Renaissance. Our focus is Osaka City, which, although it is second in Japan in terms of economic scale, has been in decline. We have examined 14 projects covered by the Special Measures Act for Urban Renaissance (Sato, 2006) and analyzed the trends in the real estate market as a whole and by area in Osaka City. The results are as follows.

1. Many urban development projects in the area near the terminal station, where real estate is in high demand, have been realized. However, urban development projects did not proceed in low-demand areas. As a result, the economic gap between areas has enlarged.
2. In the medium-term period of the next 10 years, it is expected that the real estate market in Osaka City will be sluggish because of the mass increase in supply of floor-area of buildings within a short period of time. Such a sudden increase in supply has been caused by the temporarily measures of the Special Measures Act for Urban Renaissance.

These findings should be useful for drafting a policy on urban development.

Our future research will be to analyze urban development from a long-term perspective.

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SESSION 13-7 Creative Industries, Culture, Institutions

Cultural Amenities: Large and Small, Mainstream and Niche. A Conceptual Framework for Cultural Planning in an Age of Austerity

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Keywords: cultural planning, amenities, funding niches

Cultural planning has been high on the agenda of many policy makers. From an end in itself, it has been transformed into an instrument to regenerate neighbourhoods and even whole cities and as a means to boost the quality of place to attract high-skilled workers. With the current crunch on public spending, the question arises what will happen to cultural planning initiatives and what scope will remain for them. To explore what may happen to cultural planning in this age of austerity, we present a concise typology of cultural amenities based on two underlying, business model, dimensions. The first dimension concerns the supply side, namely the scale of provision of the cultural amenities. The second dimension, located on the demand side, is the market: orientation of the amenities: mainstream or niche-oriented. Each type is associated with a specific location pattern, impact on the quality of place, and funding configuration. We expect that the budget cuts will especially affect the small-scale, niche-oriented cultural amenities which are crucial for the quality of place. We also expect a trend towards further commercialisation and commodification threatening the authenticity of the large-scale, niche-oriented cultural amenities.

Artistic Clusters and Neighborhood Change: Location Patterns and Implications after the Financial Crisis

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Keywords: arts, cultural cluster, creative economy, economic development, urban revitalization

This paper examines the neighborhood-level attributes associated with different types of arts clusters in the US. Our goal is two-fold: 1) identify patterns of physical, economic, and demographic variables that are associated with artistic clusters and determine how these patterns are similar and different across neighborhoods in different cities and 2) explore the possible impact of the financial crisis on the location of arts clusters and their related locational characteristics. Using time-series analysis of census and industry data at the metro and zip code level, we address the following questions: What types of neighborhood attributes are associated with artistic clusters? Do these attributes change over time in different places? In the wake of the financial crisis, do neighborhoods with significant arts clusters exhibit fewer signs of decline than those that do not?

Recent research asserts that the arts and artists provide important social and economic benefits to struggling neighborhoods (Currid, 2009; Grodach, 2011; Markusen and Gadwa, 2010; Stern and Seifert, 2010). While such work documents the important role of artists in positive neighborhood change, much less is known about the larger patterns that artists and art clusters exhibit in their location preferences and how these preferences have changed over time and in different places. Further, the extant literature possesses little comparative work on how the presence of artistic industries influences neighborhood development. This knowledge is essential to fostering a deeper understanding of where artists choose to live and work and, ultimately, to identify where and under what conditions they make the greatest social and economic impact. In this paper, we analyze the wider patterns of artistic clusters to articulate the variables that shape these location choices. This study aims to advance our understanding of the relationship between the arts and larger economic and social factors, thereby assisting in the development of more informed and targeted arts-based economic development policy.

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Achieving Successful City Centres: Organized Approaches to their Management

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The capital cities of the three nations that occupy North America share some characteristics besides their governmental role – a separate Federal District location, multi-jurisdiction metropolitan area that crosses state/provincial boundaries, and relatively large populations. They have also each experienced substantial demographic changes over the last half century. This paper will explore these changes, focusing on metropolitan population growth, population decline in the urban core, and subsequent inner city revitalization and gentrification.

Historical patterns of urbanization and cultural perspectives of the city have been quite different in the three countries with Canada in particular, representing a more European aesthetic and spatial system. The ingrained distaste for city living personified in the “American dream” of a detached house in the suburbs, has contributed the significant sprawl seen around US urban centers. Canadian central cities, on the other hand, have done a better job of retaining population and greenbelts and other land use controls have led to relatively more compact central cities. The Mexican capital’s growth, urban and suburban, is more recent and rapid, reflecting the city’s role in the national economy and the importance of land in the national psyche.

Using spatial and demographic analysis, this paper explores contemporary changes in urban form of these cities, illustrating that, despite very different contexts and traditions, observed patterns suggest the capital city centers are resilient, becoming increasingly similar, as their residents become more professional and middle class raising common challenges related to sprawl and the need for central city revitalization.

Creativity-led Regeneration: Towards an Evaluation Framework

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Keywords: urban regeneration, creative economy, evaluation methodology

The creative economy is considered to contribute to urban and regional development in several ways. Prevalent is the economic perspective on the creative sector as a generator of jobs and innovation (Trip and Romein, forthcoming). In addition, however, it is often assumed that creative firms, workers and communities may contribute to the regeneration of urban areas, particularly to the physical, social and socio-economic reinforcement of deprived neighbourhoods (cf. Zukin, 2010). Many policy-makers support this assumption, and act accordingly. Nevertheless, relatively little is known about the effectiveness of creativity-led regeneration projects, and about the question to which extent this regeneration can actually be attributed to the creative economy.

In view of the above, this paper aims to elaborate an evaluation framework for the results of creativity-led regeneration. Based on site visits, in-depth interviews and discussions, and desk research in a series of case studies of creativity-led regeneration projects in the Netherlands and Germany, the paper addresses the questions 1) what different types of creativity-led regeneration can be distinguished, 2) to which extent the results of creativity-led regeneration can be found in practice, 3) if and how these results can be assessed, and 4) to which extent they can be planned for.

In addition, the paper discusses the role of the creative sector itself. On the one hand, many examples exist in which creatives actively participate in the planning process. On the other hand, successful regeneration may become detrimental to the creative sector itself when it evolves into gentrification (Zukin, 2010).

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The Role of Creative Industry in the Development of Industrial and Economic Transition - Case on China's Creative Industry

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Keywords: economy transition, China economy issue, creative industry

UNCTAD (United Nations Conference on Trade and Development) and the UNDP (United Nations Development Programme) released the "Creative Economy Report 2010" showed: Creative industry exhibits greater resistance in facing the global economic crisis, and has a special role in promoting economic recovery as the new trends in global development.

Based on the world industry trends, the article explains the necessary of the development of creative industry in extension of industrial chain, promoting industrial upgrading and economic development these three aspects. Through the historical data analysis of the creative industry development progress, and study of Britain, the United States, Japan's creative industry features and the relationship to national economy, the paper explains that the creative industry has the mainstay effect to economy development.

Case on China, first of all the article studies China's economic development background. Reform and opening-up for 30 years makes China great economy process. In 2010, China's GDP is 587.9063 trillion US dollars, rate of growth is 10.3%, which is the fastest in the world. China has achieved of the world "economic miracle", however in the industrial structure, it is still at the low end of industrial chain of the world. With the labor force, resources costs continue rising, China's economic development advantage is constantly weakening. To ensure the stability of sustained economy development, China's industry needs to be transformed.

As an important key point to China's industrial economy transition, the paper systematically analyses China's creative industry development characteristics and modes. In 2006, "Culture Development Program during the National 11th Five-Year Plan Period" firstly brought out Creative Industry. Since then, Chinese government has issued a number of policies to support the development of creative industry. Creative industry plays an important role in promoting urban local economy development. In 2011, China's creative industry GDP is 3.8081 trillion RMB, the growth rate is 21.3%.

Government leading, city orientation, industry clustering are the characteristics of China's creative industry. Through a large number of data collection analysis, the article studies in industrial space structure, economic development features and development China's creative industry modes the three aspects. Then, the writing makes the conclusion of China's creative industry main problems and offers proposals, in order to suggest China's creative industry healthy develop in the future.

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POSTERS 13

The Development of Shanghai Creative Clusters and its Spatial Analysis

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Keywords: Shanghai; creative cluster; spatial distribution

The paper reviews the development of Shanghai's Creative clusters, especially on those of which have been registered as city-level ones by the office of Culture and Creation, Shanghai Municipal Government, from its pre-form of being urban industrial parks, spontaneous agglomeration, entering sprouting period as facilitated by local policies, the adjustment and finally the booming stage. The entrepreneurship of the private owners, public institutions as well as local government all play important roles on "creatively" incubating these creative parks. The government administration system and the City's industrial restructuring have had strong impacts on the spatial distribution of these parks. Locating within or adjacent to public center's imminent influence circle, transit stations and other advantageous transportation locations close to main roads, as well as within half-an-hour walking distance to universities or research institution are of the most decisive factors. Consumer's market, production's important linkage or their past functions also play an important role. Historic heritage or culture are a plus to art and cultural parks or those who rely a lot on attracting consumers, but not a must.

State Disempowerment and Agglomeration Growth Facilitation

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Keywords: growth; city-regions; governance

The 'services and amenities that fuel growth are threatened by the growth they compel' (Robbins et al, 2012, 318). As local economic agglomerations mature and expand there are potential limits to continued growth in terms of pressures on land, housing, infrastructure and residential amenity (Harvey, 1985; Storper and Walker, 1989). Failure to manage 'spaces of collective provision' (Cox and Jonas, 1993) imposes costs on firms and workers, stifles expansion and reduces the economic attractiveness of the growth area: This ought not to be a problem for growth regions given the overriding emphasis on supporting growth and competitiveness in state strategy. However, growth facilitation can pose significant organisational and legitimacy challenges for growth interests. These challenges include intense local resistance to further development and competing pressures for resources within the state. Moreover, research points to difficulties in managing the growth side of uneven geographical development as neoliberal governments scale back their role in social provision and infrastructural investment. Talk is of the diminished capacity -- or disempowerment (Cerny and Adams, 1999) -- of the capitalist state in providing the types of support needed to contain the contradictions of growth.

This paper draws on empirical examples from the Germany (Munich), Sweden (Stockholm) and the UK (Cambridge) to take forward debate about state disempowerment and the problem of local growth facilitation. For example, what sort of institutional scaffolding is necessary for the expansion of local economic growth? Is sufficient scaffolding in place and what happens if there are shortfalls and deficits? Although our examples differ significantly in size, industry structure and position within the urban hierarchy, they are all areas where agglomeration expansion has come up against potential limits to further growth in terms of land, infrastructure and services. Of particular interest is the contrast often drawn in spatial state theory between the seeming resilience of the collectivist social model in Germany and Scandinavia and the systemic dominance of neoliberalisation in countries such as the UK. Overall, the paper responds to calls for further conceptual and empirical work on the 'extra-economic' dimensions of agglomeration and cluster economies. The empirical analysis is mainly concerned with the period before the 2008 global economic crisis, though the implications are if anything amplified by renewed fiscal austerity and the further scaling back of social regulation across Europe.

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TRACK 14: PLANNING FOR RISKS - HEALTH, SAFETY AND SECURITY

SESSION 14-1 Health and Social Equity

Redeveloping Old Havana: The Challenge of Maintaining Social Equity in the Face of Change

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Keywords: social equity, health, historic preservation

Using a health equity lens, this paper explores the ways in which the professionals and the processes they engage in for the redevelopment of the historic district of Old Havana, Cuba consider dimensions of social sustainability. As Cuba proceeds with ongoing market reforms, the country is faced with significant challenges in maintaining social equity, particularly within the urban region of Havana. Our research team traveled to Cuba in December 2012 where we interviewed architects, economists, community activists, urban agronomists, medical professionals, housing specialists, and religious leaders to research the process of historic preservation in this unique socio-cultural context in a time of economic transition. Informed by literature on the social determinants of health (Lee and Sadana, 2011) and social sustainability in urban regeneration (Colantonio and Dixon, 2009), four categories were identified to help frame and analyze the social implications of this redevelopment and economic change: 1) health outcomes and well-being; 2) environmental health and land use; 3) public participation, access, and empowerment; and 4) social capital. Our findings indicate that in Old Havana, substantial measures are being taken to reinvest in housing and social infrastructure while restoring historic structures and promoting tourism. However, due to the overwhelming challenges that planning professionals and health practitioners face, such as widespread inadequate and crumbling housing infrastructure, difficulties remain in addressing environmental health, safety and security concerns in the built environment. As a result of more than two decades of nearly complete international isolation, lack of access to resources and economic crisis, Cubans learned to rely on the community-oriented resilience mantra, “resolver,” or to come together and find intuitive ways to resolve challenges. Given this legacy of community-focused values, in varied contexts, we found that there are increasingly two Havanas, exemplified by a dual economy, a generational split, and an inequitable divide in spiritual identity. Cuba’s context of foundational social equity values, which prioritize access to health, education and housing, seems to be at risk of unraveling as the country transitions toward a more open, market-oriented economic system.

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A Spatial Dimension of Environmental Justice in Istanbul, Turkey

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Keywords: environmental justice, Istanbul waste areas, urban poor

Environmental issues have been increasingly subject of planning theories and practices in the world and Turkey. The scope of environmental discussion is widening as well; ecological, economic, social, political, cultural, spatial dimensions are parts of the recent elaborations. One of the social dimensions of environmental issues, environmental justice, is the particular interest of this paper.

Environmental justice has not been a sufficiently scrutinized concept in Turkey generally, Istanbul Metropolitan Area (IMA) specifically. Although human rights have been the basis of the environmental protests towards gold mining, hydroelectric plants and nuclear plants throughout the country, the term environmental justice has been used to discuss related issues rarely, if any.

As a fast growing metropolitan area, Istanbul, has been under significant pressure of development since 1950s and has the desire of becoming a global city with the embracement of neo-liberal market policies since 1980s while the gap between the poor and the rich also rising. Along the enlarging of newly urbanized areas there is intensifying environmental problems in IMA, like deforestation, loss of water reservations and biodiversity, increasing air pollution.

Constant spatial change and re-structuring of the city frequently changes the spatial distribution of environmental risks as well, which makes harder to follow environmental justice issues in this thirteen-million-habitant metropolitan area. Even though the spatial dimension of environmental justice has a dynamic character in parallel with the city's never-ending re-structuring, there is a need to have—at least a preliminary understanding of the current situation in IMA. To have a preliminary understanding for environmental unjust areas in IMA the research bases on four legs: archive research; delineation and distribution of environmental sinks (risk inherited areas specifically waste disposal sites and water reclaiming sites) at the macro level; delineation of poor neighborhoods at the general level; theoretical discussion to reveal overlapping the risk areas and poor neighborhood areas. In this framework, the paper's goal is two-fold. First, it attempts to provide a theoretical discussion about possible overlaps between spatial the distribution of environmental risks (sinks) and distribution of low income groups in Istanbul Metropolitan Area, and so it aims to reveal the spatial distribution of environmental injustices in IMA partly. Second, it approaches to discuss the results of these findings within the context of environmental justice in order to provide empirical evidence for further discussions and detailed field studies in IMA. The shared results will provide a basis to understand the extent of environmental problems with their social dimension in IMA for planning and urban scholars' circles.

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An Approach for Bringing Public Health into Local Authority Spatial and Transport Planning: the Bristol Model

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Keywords: healthy urban planning, policy learning, healthy cities

The WHO Healthy Cities programme is entering its 25th year, with cities across the world pursuing a whole city approach to health and health equity. In developed countries, intractable problems relating to a number of non-communicable diseases have come to the fore and the pursuit of health equity is receiving increasing focus. An approach for adding (back) a health dimension to spatial and transport planning has emerged called 'Healthy Urban Planning' within the WHO programme in Europe. Many cities have been developing healthy urban planning initiatives, all in differently ways as befits their circumstances. However, there has been little attempt to systematically study what works best, this paper starts to provide a basis for that analysis.

The paper examines the approach in Bristol, a regional capital in the southwest of England. In 2008, the Bristol health authority established a unique multi-disciplinary team of public health specialists – the healthy urban team - embedded within the local council. The approach has seen a number of successes, over the last five years, but also some failures.

With recent legislation and organisations upheavals, both planning and health are entering a new and uncharted territory in terms of policy and practice in England. There is now a rare chance to embed public health across Councils to improve population health as public health in England returns to top tier local authorities from April 2013 after an absence of 40 years. There is a chance to break through previous 'silo' mentality, build trust and effectiveness and also improve cost effectiveness. Therefore learning lessons from the past five years in Bristol could be critical to the creating healthier towns and cities in England and beyond.

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Planning and Health: Forging New Alliances in Building Healthy and Resilient Cities

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Keywords: preventive health, planning, interdisciplinary, collaboration

As populations across the globe face an increasing health burden from rising rates of obesity, diabetes and other lifestyle related diseases, health workers are seeking to collaborate with urban planners to influence city design to support healthy ways of living. Research demonstrates the links between modern epidemics and the way of life in cities (Dannenberg et al, 2011; Kent et al, 2011). Car-dominated transport, reduced opportunities for physical activity, increased fast food availability, and lack of social connection are all implicated. This paper presents an innovative, inter-disciplinary collaboration that brings urban planning and health together. Situated in a built environment faculty at one of Australia's most prestigious universities, the Healthy Built Environments Program brings planning academics, a health NGO, local councils and private planning consultants together as partners in a state government health department funded consortium.

The Healthy Built Environments Program focuses its work in three strategic areas: research, education and advocacy. Research, which is interdisciplinary and policy relevant, comprises a comprehensive literature review. This has established an Australian relevant evidence base to support the development, prioritisation and implementation of healthy built environment policies and practices (Kent et al, 2011). Another ongoing study is examining the design features, social interventions and locational qualities in selected sites which positively benefit human health. Education and professional capacity building in the Program includes formal courses, workshops, public lectures and e-learning resources. These focus on healthy built environment principles, as well as building skills in interdisciplinary practice to support productive collaboration between health professionals and planners. The third area of work is leadership and advocacy. This involves working with government and non-government agencies, the private sector and the community, advocating for closer links between health and the built environment.

Our paper presents an overview of the Program, its major achievements and a critical review of the challenges and lessons for others in bringing health and planning closer together to create healthy and resilient cities for the 21st Century.

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SESSION 14-2 Water, Planning and Human Health 1

Planning for a Resilient Coast: Evaluating Louisiana's Coastal Master Plan for Balanced Sustainability and Effective Participation

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Keywords: sustainability, citizen participation, environmental planning, Louisiana

Natural and unnatural contributors to land loss in the Mississippi River Delta compound challenges of achieving environmental and cultural resilience in the face of climate change. The Coastal Protection and Restoration Authority (CPRA) was authorized in 2005 by the Louisiana Legislature to meet a critical need the aftermath of Hurricanes Rita and Katrina. The state legislature empowered the CPRA to create a sustainable plan for the entire coast, which was to be updated every five years and was to utilize science and innovation to the maximum capacity. The state agency finalized the first plan in 2007, and more recently updated the plan in 2012. The plan, however, relied upon sophisticated predictive models, which arguably precluded effective citizen input. Additionally, socio-cultural drivers were purportedly considered least among all planning considerations.

Following emerging planning literature, this paper argues that the framework for science-based environmental master plans could be transformed into more collaborative, democratic processes. Planning should empower citizens and seek wisdom from those in possession of local knowledge. This study confronts the philosophy of Louisiana's Coastal Protection and Restoration Authority in their endeavor to create a sustainable coastal master plan. The thesis of this paper is that *Louisiana's Comprehensive Master Plan for a Sustainable Coast (2012)* is, in fact, unsustainable because it does not equitably balance the pillars of sustainability: environmental, economic, and social. To explore this hypothesis, the research methodology takes a three-pronged approach. It first approximates the efficacy of the master plan using applied planning theory. Specifically it does so by coding strengths and weaknesses using Baer's (2007) general plan evaluation criteria. Secondly, it uses content analysis to break down and compare the plan's definitions of sustainability with pervasive definitions of sustainable development. Finally, it assesses the perceived outcome of the plan's participatory process by identifying citizens' recurring concerns published in the unique public comments log.

The 2012 coastal master plan was a highly commendable, albeit imperfect, attempt to restore the coast and protect at-risk communities. In order to encourage improvement for the next plan iteration and to encourage constructive critical thinking about equity planning, this study's objective is to illuminate the shortcomings of the plan based upon (1) its efficacy as a general plan, (2) perceptions of sustainability, and (3) levels of public participation. Finally, it will incorporate planning theory to discuss alternatives to the participatory process of highly technical environmental plans.

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Urban Morphology and Ecological Design in Mediterranean areas. The Case of East Naples

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Keywords: ecological design, stormwater, resilience

This contribution reports on a research activity carried out in the framework of the project "Stormwater resilient urban open spaces in the domain of climate change". In particular, the paper focuses the attention on Green Infrastructures as a peculiar approach to urban planning, aimed at creating processes of renaturalization for drainage, evaporation, transpiration and recycle of storm waters. The area that has been investigated is East Naples. This part of the city, once a marshland, has been then subject to a massive urbanization and, more recently, to industrial dismission processes.

In the preindustrial city, the available know-how shaped the city in such a way to manage and take advantage of natural processes. As a matter of fact, there was the idea that water is a resource, not only as a source of subsistence but also of vitality. Nowadays, such a cooperative relationship with natural processes has lost its strength. However, some practices concerned with the water cycle, typical of preindustrial Naples and still alive in the empirical knowledge, are worth to be recovered and exploited to address current planning strategies.

Starting from the identification of urban morphologies present in East Naples, the paper proposes a "hydropoietic zoning" of urban spaces. The resulting interventions are mostly extroverted and found in potentially permeable areas within the compact city fabric. Although these interventions are carried out separately, they can be connected into a diffused network, in order to reconfigure urban areas according to the principles of eco-planning. The ultimate aim could be the design of a green system, within a broader network of green spaces.

The analyzed case of East Naples provides an exemplification of a methodology useful to "design with nature" in Mediterranean regions, focusing on the territories' genius loci. As a matter of fact, the proposed approach bets on territorial resilience, interprets urban fabric' rules and classifies them according to urban morphology, challenges the possibility to return to an apparently lost natural state.

In the study, urban transects are used to devise general design solutions to some recurrent problems in stormwater management and to foster ecological improvements of natural resources. At the same time, they allow an integrated look at urban ecosystems, in which the issues of stormwater management are not isolated, but addressed with respect to their natural and social contexts.

Within such an integrated perspective, different disciplines have to cooperate with the objective of respecting the environmental balance and identifying possible reconnections of urban spaces with their previous natural layers.

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Scalability of a Community-Based Approach to Improve Water Point Access, Functionality, and Public Health in the Leogane and Gressier Districts of Haiti

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Keywords: public health planning, information-communication technologies, Haiti

The Leogane and Gressier Districts of Haiti has been the centre of earthquake reconstruction efforts following January 2010. The cholera outbreak in the same year forced many organizations to incorporate WASH (Water, Sanitation and Hygiene) activities into their efforts, as there was a general shift in focus toward this imminent public health threat (Walton & Ivers, 2011). Installing new water points and improving existing sources of water to reduce the risk of cholera infection remains the emphasis in this region today. One metric of progress in this area is the increase in water availability. However, long-term sustainability of potable water delivery at a regional scale depends on planning mechanism that provide a better understanding of the quality of water drawn at these sources, functionality of individual water points, and community-based management schemes (Sullivan et al., 2003).

This project is monitoring approximately 550 water points in the Districts of Gressier and Leogane at 6-week intervals. Similar monitoring efforts in Haiti lack overall planning in that they are not coordinated and fail to provide a regional perspective, thereby limiting the potential to monitor and track negative public health outcomes such as a cholera outbreak. The project seeks to enhance increasingly-dated information associated with each water point by considering the regional scale in which a consistent system of metrics may be applied to each water point. The monitoring system is tracking water quality, functionality, accessibility, fee structure, and management strategy for each water point (Rural Water Supply Network Water Point Mapping Group, 2012). Data collection happens in near real-time through the use of Motorola Android-based tablets, and data is collected using Fulcrum, a spatial-survey application. A community action team comprised of eight individuals from the communities embedded in the study area is responsible for the data collection, and the team's consistent presence in the communities has enlisted their trust so that on-going monitoring of water points is possible.

This project has revealed that the public health outcomes associated with improving community-level infrastructure are complex. The presence of an improved water source does not account for all necessary inputs needed to sustain safe drinking water. The current water point monitoring has been executed in a dynamic context that contains both rural and urban, and coastal and mountainous environments across the 270 km² study area. The development of this regional water point monitoring system offers a comprehensive planning tool to address the interconnected community-based challenges of water and public health planning in post-disaster Haiti.

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SESSION 14-3 Water, Planning and Human Health 2

Future Flooding Risk Assessment under Growth Scenarios and Climate Change Impacts for the Charles River Watershed in the Boston Metropolitan Area

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Keywords: land use scenario, climate change scenario, flooding risk assessment

Climate change is projected to bring increased frequency and intensity of flooding hazards to the Northeastern America (IPCC, 2007). Metropolitan Area Planning Council (MAPC) has projected 11 percent population growth in the Boston Metropolitan Area in 2030. The distribution of population influences urban form that in turn affects biogeophysical and functioning of the ecosystems and resilience to climate-induced flooding hazards. MAPC has developed MetroFuture emphasizing distributing population in the already built areas (i.e. infill) along transit lines in contrast to low density development on agriculture or forest lands (i.e. greenfill) in the Current Trends. The Urban Long-Term Research Area Boston-Exploratory (ULTRA Boston-ex) team has developed two other scenarios: Green Equity focuses less growth pressure and more urban greening in low-income neighborhoods; Compact Core optimizes growth in the inner core communities. With the same total projected population, each scenario differs from its distribution between inner core and suburban communities. This paper aims to understand how growth management affects flooding risks under climate change impacts by answering the following questions: In what way do growth scenarios influence land use change and associated flooding hazards? What is the relationship between population growth and long-term flooding risks under climate change impacts?

Through a series of assumptions varied by MAPC community types—Inner Core, Regional Centers, Maturing Suburbs and Developing Suburbs—we converted projected population into housing demands on developable lands with different housing density allowance for estimating land use change in each community. Then we applied long-term flooding risk assessment framework incorporating Social Vulnerability Index (SoVI) and long-term flooding hazards (HI) (Cheng et al. 2012) with land use and climate change input via SWAT (Soil and Water Assessment Tool) hydrological modeling and GIS spatial analyses. The results reveal that Current Trends consumed more greenfill lands and therefore had greater flooding risks among growth scenarios; however the variance is not significant due to most growth occurred through infill and only 1% of land change through greenfill. Flooding risks were shown at a greater variance among climate change impact scenarios suggesting that stream flow is more sensitive to climate than land use change in this watershed. Moreover, Current Trends placed more people within higher flooding hazards areas resulting higher flooding risks. This paper concluded that growth management plays an important role in preserving open space and allocating population to where less impacted by climate-induced environmental hazards and social vulnerability and in turn enhance community's resilience.

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Reconstruction, Resilience, and Redesign: Post-tsunami Rebuilding of Northeastern Japan

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Keywords: vulnerable cities, reconstruction, complexity

This paper examines the key challenges faced in planning the reconstruction of 230 cities, towns and villages destroyed by the tsunami that hit Japan's northeast coast on 11th March 2011. This disaster created exceptional challenges for reconstruction, in part because so many settlements were damaged, in part because many settlements have ageing and declining populations, and in part because of the widespread desire to rebuild in less vulnerable locations. Residents were surveyed during the summer of 2011, and the vast majority indicated a desire to rebuild on higher ground. This means that rather than simply rebuilding in existing locations and patterns, a comprehensive process of settlement redesign has been initiated, with a primary goal of moving all residential areas to locations out of harm's way.

Having rejected the historical settlement pattern, however, a host of wicked questions present themselves: What is a good urban pattern? Should some settlements be abandoned entirely? How to balance the need for a speedy reconstruction, and the need to get it right? Should anyone be allowed to resettle in vulnerable areas? Do we rebuild to safeguard against a 100-year event, or a 1000-year event? Where will people live, work, and shop during the 5-10 years of reconstruction? What is the appropriate balance between local control and top-down capacity? How to rebuild local economies? How big to rebuild declining settlements that have been losing population for decades?

This paper is based on research conducted over the last 2 years, with over 60 interviews with planners and national, prefectural and municipal government officers, during 5 extended trips to Japan and affected sites. The scale of this event and planning process, the significant vulnerabilities exacerbated by climate change of coastal cities around the world, and distinctive Japanese approaches to reconstruction planning, consultation, and resettlement, make this an important case of reconstruction planning towards more resilient settlements.

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Demand Analysis of Water to Improve Quality of International Development: The Case of Cambodia

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Keywords: demand analysis, international development, Cambodia

The paper analyses the demand for clean water and compares it to major water development projects in different Cambodian states to assess effectiveness of current international development such as Official Development Assistance (ODA) and NGO activities—to provide a tool necessary to make site-specific development strategies. Cambodia is one of the major ODA recipient countries. Many of the development efforts related to water provision by NGOs and ODA have focused on first hand aid or mere technical development rather than on creating suitable, sustainable business model—partially because parties in charges of the projects, mainly governments and NGOs, have “distributive” mentality with relatively little business mind set. In addition, market structures of developing countries which are quite different from that of the developed countries made fundamental market research more difficult. Thus, many of the projects have ended up being donor oriented, blind hand-outs. (Godfrey et al., 2002) However, as the limitations of such form of development are made clear from past efforts(Dichter, 2003), more and more organizations are turning for business models to provide basic needs like water and energy. (Holliday et al., 2002)

Though analysing the market demand is the basis for any type of business, there is relatively less work done on demand side of the market mainly due to difficulty in using price-based models in developing countries like Cambodia where big portion of its economy is still in the domain of self-sufficiency. In order to overcome this limitation, this paper use contingent valuation method—a survey-based economic technique for the valuation of non-market resources—to identify value of clean water in three regions in Cambodia representing three different economic groups. Data from the survey are used to assess adequacy of current development efforts in the regions and to suggest adequate business strategies for each region. The result of the paper is expected to identify different business feasibility of regions—not all regions would be economically feasible—thus providing a standard for business applicability.

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Patterns of Wastewater Infrastructure across a Metropolitan Coastal Region

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Keywords: wastewater infrastructure, urban patterns, water quality

As shorelines urbanize, wastewater infrastructure systems are designed to simultaneously support urban development and protect public health from harmful pollutants. The U.S. Environmental Protection Agency recognizes both central sewer systems and onsite septic systems as equally important sewage disposal options, particularly across an urban metropolis, each providing cost-effective alternatives to process wastes, protect ecosystems and human health (Environmental Protection Agency, 1997). Evidence from research shows that sewer systems and onsite septic systems are both associated with the contamination of coastal and estuarine ecosystems (National Research Council 1993; Weiskel and Howes 1996; A. F. Holland 2004). However, the scientific basis for understanding how wastewater disposal types and urban development relate to the health of coastal ecosystems is currently limited. What this suggests is that the links between coastal water quality, wastewater infrastructure systems and patterns of urbanization are not fully understood.

This research of the Puget Sound, an estuary in a metropolitan area in Washington State, analyzes patterns of wastewater disposal types (sewers vs. onsite septic systems), urban development and indicators of coastal health. Three main questions are addressed: (1) How are patterns of alternative wastewater disposal types spatially distributed across a gradient of urbanization? (2) What patterns of urban development (land use and land cover) are associated with wastewater disposal types? (3) What is the relationship between these alternative wastewater infrastructures and indicators of coastal health? I hypothesize that patterns of urbanization and alternative wastewater infrastructures in near-shore watersheds have differential effects on estuarine water quality across a gradient of urbanization.

This study incorporates a regional landscape scale spatial analysis of sewage and urban development patterns across a gradient of urbanization from urban core to exurban areas. Linear regression models are used to assess the relationship between these patterns and indicators of coastal health, including fecal coliform in shellfish growing areas and recreational beaches. Findings from the study in the Puget Sound indicate that sub-basins in the suburban segment of the urban gradient contain unique residential scale patterns of parcels on sewers and septic systems that may be exacerbating rather than reducing impacts on coastal water quality. I discuss the implications for environmental land use planning, wastewater infrastructure decisions and management approaches across a metropolitan coastal region.

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SESSION 14-4 Risks, Disasters and Planning 1

How to Organize Urban Regeneration for Risk Mitigation?

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Keywords: natural disasters, resilience, urban regeneration, urban and regional policies

Disaster risk in a city is involved with spatial development policies at both regional and local levels because of existing social, economic and political contexts and their manifest in the built environment (Burby et al. 2000). Similarly, natural disasters in Turkey have long seen as apart from spatial development and its dynamics. During rapid development of cities, State had attempted to overcome confronted severities of immigrants, e.g. housing problem, through several subsidies that provide investment of small capital on urban land, while several market solutions to solve sheltering problem, e.g. development of unauthorized and squatter houses, were also legitimized. However, the huge socio-economic damages after the 1999 Marmara Earthquakes have revealed that an urbanization process ignored natural disasters. With an increasing awareness of this fact among academia, media and central and local governments, proposals raised for integration of disaster risk reduction into spatial planning (Balamir 2002). During the same period, this view was also observed in the emerging policies of international institutions, which recommend integration of disaster reduction into sustainable development as an urgent issue (ISDR 2005). Despite, Turkish disaster policies remained as limited with post-disaster intervention, which prevents risk mitigation but provides State a political power for elections (Taylan 2010). Recently, central government has attempted to reduce disaster risk in urban areas by launching several legal arrangements that aim to intervene in urbanization process and its dynamics through regeneration of housing areas. However, the proposed strategies are criticized by civil society, particularly by city planners, because of their involvement with urban rental gain strategies that shape urban areas in the last decade (ŞPO 2012). Accordingly, implementing such strategies can neglect public interest and cause further social problems. Indeed, developing and implementing land-use risk mitigation policies successfully and in a legitimized way require public support (Peacock et al. 2005). Thus, this presentation will discuss the ways to integrate disaster risk reduction into spatial planning at both urban and regional development scales though a field survey findings that was carried out in a high risk area of Istanbul, Zeytinburnu district.

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Exploring Integrative Risk Governance as a Resilience Construct

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Keywords: resilience, disaster recovery, governance, risk reduction

Integrated risk governance (IRG) is a framework for learning from recent large scale disasters, designing associated policy actions, and mitigating losses (Sji, Jaeger and Yi 2013). This paper explores how the application of IRG's main analytical tool the entry-event-exit transition (EEET) model may provide guidance to central government and local government risk and recovery actions. The EEET model examines the pre-event context and post-event capacity using an integrated institutional analysis, geo-science, economic science and culture driven approach. This approach requires a focus on the interaction of multiple aspects of risk reduction and reconstruction (Alesch and Siembieda 2012). The disaster recovery schemes used in New Zealand (2011), Japan (2011, 1995), Chile (2010), Australia (201), China (2008), and the US (2005) provide data for the analysis, with particular emphasis on the institutional mechanisms adopted during the pre and post event periods. The research finds that integration of governance actions is not is more complex than a simple procedure due to cultural and institutional practices and the time requirements for addressing varying disaster requirements (Wisner2012). Regardless of the institutional structure (laws and authorities), actions taken or ignored at the local level prior to an event do influence the extent of damage. Finding of this research include: that all large scale events require central government assistance that creates friction between local and national objectives (Siembieda 2012); that large scale disasters expose any preexisting urban system problems and fragilities, adaptive recovery schemes yield positive results, regardless of prior institutional arrangement, partnerships among intermediate governmental levels can yield positive results, transformative results are not the norm, and market mechanisms require some government support to yield positive results.

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Searching for Flood Risk Management Strategies in Kampala

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Keywords: flood risk management, strategies, spatial planning, sustainable drainage

Kampala, the fast growing National Capital of Uganda, suffers from frequent flooding caused by intensive rainstorms, poorly regulated urban development, city expansion, poor waste disposal and an inadequate drainage system. This paper describes relevant key aspects of a study for UN-HABITAT's Cities and Climate Change Initiative to identify strategies that Kampala Capital City Authority and other stakeholders could adopt to reduce and manage flood risk. The study involves undertaking city wide as well as detailed local risk assessments and the development of quantitative scenarios for assessing possible future conditions.

Given climate change predictions that intensive rainfall will become more frequent in Kampala, the search for strategies to improve flood risk management is important and urgently needed. Based upon locally available spatial data sets, urban densification and expansion, surface water run-off and flooding have been modelled to gain insight into the local flood dynamics. An important finding of the analysis is that the nature of urban development and infrastructure systems are far more significant determinants of flood risk than the anticipated climate change. The latter will occur more gradually over a longer time period and will also increase runoff but to a lesser degree than urban development. Moreover, the location, type and form of urban expansion which takes place shapes to a large extent the volume and speed of surface water runoff that needs to be managed in order to reduce flood risk.

This outcome is important because it allows stakeholders to identify and use strategies that are immediate, affordable and achievable. Moreover, scenario models allow stakeholders to gain more insight into the probable effects of different strategies such as stricter controls on construction in upland areas and in wetlands, the improvement of drainage networks and channel maintenance, or the adoption of Sustainable Drainage Systems.

Operationalization of improved frameworks for urban development that are established by spatial planning, urban design and urban engineering are critical for Kampala's flood risk management strategies. Especially for the new urban areas that will emerge as the city expands there is still an opportunity to adopt design paradigms in order to create a Kampala that is safer and more ecologically sound. Substantial stakeholder engagement and commitment is needed if the required behavioural changes are to be realized and sustained.

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SESSION 14-5 Risks, Disasters and Planning 2

Urban Transformation Policies in Istanbul - Disaster Mitigation or Gentrification?

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Keywords: urban transformation, disaster mitigation, displacement

This paper will report the preliminary findings of a research project on the implementation and impacts of Urban Transformation projects in two district municipalities in Istanbul, Turkey. Urban Transformation is the controversial policy tool that the Turkish government has been trying to legislate since 2005 as a disaster mitigation measure. In the 1980s, investments in major transportation, luxury housing, commercial and tourism developments have been at the center of neoliberal urbanization process in Istanbul. In 1999, the Marmara earthquake disaster that devastated the most urbanized region of Turkey alerted the government to the need to take serious steps for disaster mitigation. It also provided a legitimate pretext for the government to start a campaign in the mid-2000s to target residential areas for redevelopment, especially those developed through informal processes. According to the Ministry of Environment and Urbanization, 6.5 million, out of the 15 million housing units built prior to the 1999 will be replaced by 2020.

While there is broad consensus on the need to renew the housing stock and neighborhood conditions to mitigate disaster risks, the practice of urban transformation is criticized for a number of reasons. There are serious issues with regard to the centralized, top down decision making process and redistribution of urban rents to benefit of the corporate real estate sector at the expense of the poor and marginalized groups -- renters and minority and poor households are displaced or sent to isolated projects at the margins of the city, social networks are destroyed, environmental issues are ignored, etc. Karaman argues that the main focus of this process is to incorporate the residents of informal settlements into the formal mortgage market. (Karaman 2012, p. 158)

The purpose of this paper is to analyze the implementation of urban transformation policy in two district municipalities that claim to use participatory and transparent processes. After a short review of the development of urban real estate markets in Istanbul, I will discuss the current legislation and key issues highlighted in previous studies and newspaper reports. Then the preliminary findings of the two case studies will be considered with a focus the impact of these projects on low income households and women, and alternative approaches proposed by CSOs will be discussed. The case study will be based on qualitative data from in-depth interviews, review of agency reports, newspaper articles and maps, and on site observation.

This paper will contribute to the vast literature on urban regeneration, informal settlements, as well as the growing studies on urban transformation in Turkey by contextualizing the process in two district municipalities in Istanbul within the framework of the most recent legislation (Law regarding the transformation of areas under disaster risk, No. 6306, March 16, 2012). It will also provide a gendered analysis of these processes.

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Risk Management of Disasters in Brazil and Urban Resilience: Progress and Challenges

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Keywords: risk management, urban resilience, quality of life

In 2010, 563 Brazilian municipalities (approx. 10%) proclaimed a state of emergency or calamity because of floods brought about by unusually heavy rains. In 2011, the number increased to 754, or 14% of municipalities; the number of deaths through natural disasters in Brazil was now third highest in the world, and the weakness of the country's risk management systems for disasters was clear. The IBGE (2011) conducted a survey of municipal risk reduction plans and programmes for managing landslide risk as well as environmental recuperation of a preventive nature, and this showed that plans had been implemented in just 6.2% (345) of municipalities. This low figure is an indication of the profile of risk management in recent years in Brazil. Over the past two years, the Federal Government has promoted measures across the institutional framework to reduce losses caused by natural disasters as well as the vulnerability of the most fragile groups. An allocation of R\$ 18.8 billion was made for prevention, response, mapping, monitoring, and alert systems for accidents. A national monitoring and alert centre for natural disasters (CEMADEN) was set up together with a national centre for managing risks and disasters (CENAD), and observation networks were expanded and reequipped. The 2012-2015 Pluriannual Plan brought a new perspective to disaster reduction in Brazil, particularly in the form of the Programa 2040 and the Law 12.608/2012 to set up a national protection and civil defence plan defining the criteria for the management of risk and disaster in Brazil. Yet while risk reduction policy is being improved, these proposals within the statutory system are not matched by changes on the ground. It is the hypothesis of this study that there is a lack of unity between urban planning, risk and disaster management policy, and economic policy; the latter favours growth based on consumption, in particular by strengthening sectors such as civil construction and the automotive industry, both of which impact negatively on quality of life in cities. Civil construction accounts for almost half of all investment, and the transport system's options centre on major roads, individual transport and petrol as the main energy source. This development model poses a risk for the future of Brazilian cities. In Recife, a northeastern coastal city, the scenario is worsened by geographical factors. Being at sea level, it ranks eighteenth in the world among the 100 cities that may disappear (CO+Life, 2009). The city's rapid growth places it 21st in the world in terms of tall buildings, and third in Brazil, after São Paulo and Rio. The current weak control of land use and occupation, and of urban growth, increases the risk of disasters. The objectives of this article are to point out the progress that has been made in terms of the institutional management of risk, and to discuss the challenges involved in bringing together the model of growth being pursued in Brazil with urban planning and the management of risks and disasters. Finally, it will seek to understand how far these new developments in risk management policy consider urban resilience as a guiding principle for the construction of sustainable cities. These are some of the aspects that will be discussed in the light of the Brazilian experience, taking Recife as a specific example, with a view to contributing to the debate on how to construct resilient and sustainable cities.

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Earthquake Vulnerability Assessment: A Case Study of Tehran City

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Keywords: earthquake vulnerability, damage reduction, urban safety, resiliency

This paper is about urban vulnerability in Tehran City based on a study in region one of the Tehran municipality as a case study. Considering Iran's seismicity and its history of several devastating earthquakes in different parts of the country such as Bam (2003), studying about urban vulnerability in metropolitan regions such as Tehran is useful in identifying capacities and vulnerabilities to develop guidelines for improving capacity building and resiliency in metropolitan regions. The main theme of this paper is "what are the main vulnerability elements in urban regions and how vulnerability reduction could improve urban safety and resiliency". The method of the paper consists of four sections as follows:

1. First, an overview of vulnerability indicators in different urban systems (natural, physical, social and spatial) and how vulnerability and capacities affect urban resiliency in confronting natural hazards. This section is based on current literature on urban earthquake vulnerability. Some recent experiences of urban vulnerabilities in Iran and other countries are presented as well.
2. Second, an overview of Tehran City with emphasize on region one of Tehran municipality. The seismicity of Tehran, the city's development during recent decades and its physical, social, administrative and spatial features are discussed. This section information is based on national statistics, research projects and reports about Tehran City and region one.
3. Third, vulnerability assessment in region one of Tehran City. Building damages and human casualties are estimated based on data from recent earthquakes in Iran such as Bam (2003) and Dahooye-Zarand (2004). The building damages were estimated at three extensive, moderate and slight damage levels. Roads network, population density and open spaces in case study region are considered in vulnerability assessment to achieve a more precise picture of vulnerability situation. This section information is based on field study data and information.
4. Fourth, based on last two sections, conclusions on vulnerability assessment in case study region are made and some guidelines toward capacity building and improving resiliency in urban areas are issued. The results show the potential strengths and weaknesses in study area and consequently appropriate solutions could be presented.

This paper could be helpful for planning toward urban safety and sustainability at area level. The results of vulnerability assessments in urban areas highlight the important matters that are not considered in existing plans and need to be included in current planning and policy making.

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Building Community Resilience: Lessons from Business Preparedness in Case of Adapazari

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Keywords: community resilience, business recovery, preparedness, 1999 Earthquake

This paper examines the extent of business preparedness for disasters. The main goal is to show the response capacity of businesses against disasters. With the shift in disaster paradigms in 1990s, it has been expected from contemporary disaster management policies to increase community resilience against disasters and to create mitigation culture and safer urban and social contexts (Bolin and Stanford, 1998; Godschalk, 2009). In order to build community resilience, it is needed to design comprehensive policies including all units of community. However, businesses, as the basic economic units are ignored within the ongoing Turkish disaster management system. In the context of Turkey, the main concern of disaster policies is the households located in disaster-prone cities. Nevertheless, isolating businesses from households could not generate a community level approach. This study argues that businesses ignored in disaster management system, could not develop a response capacity against disasters. To confirm the argument, an empirical research is employed in the case of Adapazari. Business owners or managers of 232 firms in Adapazari are selected to conduct the survey instrument which inquires the business preparedness before and after a disastrous event. Two-stage stratified sampling method is used to collect data. The stratifying variables are eligibility and business sectors. It is hypothesized that business preparedness, as a dependent variable, is influenced a set of variables, namely business size; business sector; business age; pre-disaster financial condition of firm; occupation status; market range; education level of business owner; and previous disaster experience (Dahlhamer and D'Souza, 1995; Tierney and Webb, 2001; Chang and Falit-Baiamonte, 2002). In order to find out the factors that affect the business preparedness, data is analysed through logistic regression analysis. The results of the research are expected to draw a policy framework for businesses that experienced severe consequences of a disaster. Since there has not produced any strategy to facilitate business preparedness, efforts to contribute to resilience to urban areas are inadequate despite the allocation of large amount of public resources to household recovery. Considering businesses, this research aims to address a planning framework and policy guideline to rationalize the allocation of resources used to build resilience at aggregate level.

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SESSION 14-6 Risks, Disasters and Planning 3

Resilience in Planning: A Review of Comprehensive Plans in Mississippi after Hurricane Katrina

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Keywords: resilience, disaster, hurricane, Mississippi

This paper analyzes and compares the decisions communities made in rebuilding after Hurricane Katrina in 2005 to determine to what extent post-Katrina comprehensive plans promote resilience based on built environment factors that have been shown to improve social networking and community building. The relative levels of recovery are also examined, measured by the current numbers of occupied housing units in each community compared with pre-Katrina numbers.

After Katrina, multiple planning documents were produced by a variety of organizations. For example, rebuilding plans were created by the governor's Mississippi Renewal Forum, the Congress for New Urbanism (CNU), The Gulf Coast Community Design Studio (GCCDS) of Mississippi State University's College of Architecture, as well as various nonprofits (such as community development corporations). Because these plans differed in scope and in intent, only the adopted comprehensive plans for each community were examined for consistency. Mississippi state statute section 17-1-1 requires each municipality to have a long range comprehensive plan adopted by the local governing body. Plans include goals over a 20 to 25 year period of development and are required to address (at a minimum) residential, commercial and industrial development; parks, open space and recreation; street and road improvements; and public schools and community facilities. In order to capture the most significant interests and values, the overarching goals of each plan were compared and analyzed. All plans also included a vision statement, which were also compared.

Plans from four Mississippi communities affected by Hurricane Katrina - Biloxi, Ocean Springs, Pascagoula, and Waveland - indicate the region understands many of its present strengths and weaknesses with respect to disaster resilience and has outlined a strategy to mitigate damage, reduce vulnerability, and create support networks to speed up recovery for a future disaster of the scale of Katrina. Like any plan, how and to what extent these ideals are implemented is a concern. During interviews in these communities, recurring concerns were public participation and, at the least, attention to the needs of residents in the planning process.

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Priority Setting Amid the Rubble: A Study of Organizational Responses to Post-Disaster Reconstruction in Haiti

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Keywords: disasters, reconstruction, Haiti, institutions

This paper investigates how development organizations establish, and act on, priorities in urban, post-disaster reconstruction. It is motivated by a longstanding observation that the priorities of organizations engaged in disaster response are often unaligned (Taylor, 1986). As an example, in post-earthquake Haiti, donor funding for transportation has exceeded government requests by 510%, while funding for strengthening democratic institutions has reached only 20% of the government's target (Ramachandran and Walz, 2012). Unaligned priorities are of concern, in part, because they can hinder coordinated action. For instance, while the Haitian government has spent considerable energy planning six new cities to house displaced urban residents, other organizations have emphasized the importance of clearing the city's 10-33 million cubic meters of rubble so that *in situ* resettlement can take place (Government of Haiti, 2011; Lush and Sanon, 2010; OCHA, 2010). While there is a small but established literature on organizational responses to disasters (see Kreps 1984; Kreps and Bosworth, 1994; Tierney, 2007), it has largely focused on immediate disaster response, not reconstruction. Where it has addressed reconstruction, it hasn't investigated the issue of priority setting across the diverse range of organizations increasingly engaged in this dimension of urban planning. Recognizing that the social science community working on disasters is small and that social science theory development in this area is relatively limited (Tierney, 2007), this paper seeks to contribute to a more robust understand of organizational responses to urban reconstruction. The paper draws on detailed interviews conducted with senior representatives of seven categories of organizations working in post-earthquake Haiti: intergovernmental organizations, bilateral aid agencies, large international NGOs, small international NGOs, private development contractors, Haitian government agencies, and local Haitian NGOs and civil society organizations. Interviews were conducted with 50 organizations representing all seven categories between June 2012 and January 2013. Employing both quantitative and qualitative methods, the paper analyzes how these different organizational actors have established priorities and chosen to act on them and evaluates how organizational dynamics in the field of post-disaster reconstruction influence these decisions. The paper also evaluates whether patterns in priority setting are associated with key organizational variables, including: organizational type, national origin, size, substantive focus, age and degree of professionalization. The paper seeks to inform post-disaster planning by suggesting ways to improve the coordination of reconstruction efforts, an important task in a field that includes an increasingly diverse array of organizational actors.

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What Actions are City Governments Taking to Build Resilience to Natural Hazards?

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Keywords: disaster, resilience, municipal government

Cities, and their urban governments, must frequently deal with the impacts of small, medium and sometimes large scale disasters, which arise from natural or man-made hazards. Given the scale of urban growth forecasted in the coming years, especially in Africa and Asia, and the additional risk that could be brought on by climate change across the world, building resilience in all facets of urban development is becoming a key priority for many cities. The United Nations International Strategy for Disaster Reduction (UNISDR) launched, in 2010, the Making Cities Resilient Campaign targeted at municipalities and local governments. Using the tenants of the Hyogo Framework for Action, the Campaign aims to raise awareness about how city-level governments can address disaster risks.

Drawing on data reported from 30 cities worldwide that have signed onto the campaign, this paper looks at the range and scale of resilience-building activities that cities are currently engaged in, including in the areas of governance and institution-building, urban planning, engineering, building, and environment, as well as looking at issues of assessing hazard risks, disaster preparedness and response. It finds that cities which are relatively new at engaging in resilience-building activities tend to target disaster response and small-scale engineering solutions, whereas cities further along engage in dedicated institutions for disaster risk reduction and risk-sensitive urban planning. Drawing on interviews with city leaders, the paper also elaborates findings on what enables resilience-buildings activities to get started, and sustained, in cities.

Academic literature from wide range of disciplines, from engineering, to ecology and more recently within the fields of climate change adaptation and urban planning, has aimed to define what is urban resilience, both as a state of being, and as a process. This paper seeks to contribute to this discussion, asking, What does the empirical evidence from these 30 cities tell us about urban resilience? How does it increase our understanding of what urban resilience is and how we go about contributing to it?

Urban Resilience in Questions. A Morphological Analysis of Urban Project in Le Havre (France)

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Keywords: urban resilience, flood hazard, risk reduction strategy, urban planning

Floods are the most prevalent natural hazard in France. The potential consequences of these extreme weather events are intensified due to population growth, economic growth and urbanization. Among the EU Seventh Framework Program (FP7/2007-2013), the research program called STAR-FLOOD aims to design public policies to better deal with these flood risks. One point will be to analyze planning strategy and flood risks integration in urban context. Urbanization of a watershed, or of a portion of it, on the river aggravates flood risk. So, flood mitigation strategy tends to decrease the consequences of flooding. Consequences of floods can be mitigated, first, through pro-active spatial planning. Flood-related risks can be structurally prevented by planning as well as land use policies (“keeping people away from water”), e.g. by proactively locating housing or building areas at a safe distance or altitude. Also, flood mitigation is helped by spatial or building orders and regulations such as conditions for building houses in flood area.

Recently, the concept of urban resilience has emerged on the idea of a systemic and coherent approach of flood mitigation with the improvement of flood defence (infrastructural works, dikes, dams, embankments...) or Flood Preparation, such as flood warning systems and disaster management plans.

In the context of the French estuary of the Seine River (Normandy), flood natural hazards - both sea-based and land-based flood risks - are especially observed in the city of Le Havre. Since 1978, the increasing of the activities of Le Havre has accelerated the construction work rate. Recent urban project have been realized in flood risk areas.

The paper will study on the concrete implementation of risk integrated planning and land use regulations on urban project. The aim is to show if flood mitigation in planning create new urban features. Is there a special morphological form design by flood risk reduction ? How can we stand a typology ? What is the balance between architectural measures and urban high quality design ?

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SESSION 14-7 Community Security and Risk

Sustainable Urban Neighbourhood Development and the Complexity of Crime Prevention in Cape Town's Urban Periphery

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Keywords: crime prevention, complexity, urban planning, local governance

Post-Apartheid urban geographies continue to pose a significant challenge for planners in the achievement of sustainable urban neighbourhood development in South Africa. The epitome of urban dichotomy, Cape Town provides an ideal paradigm within which to explore post-apartheid urban development and the persistence of segregation, as well as the ways in which the most threatening challenges to inclusivity and sustainability are being approached.

Serious and violent crime poses one of the most significant threats to the upliftment of Cape Town's townships and informal settlements. Internationally supported urban renewal methodologies are currently being implemented within some of Cape Town's poorest township communities; the primary aim of these interventions is the overall improvement of residents' quality of life through the creation of more inclusive, safe and resilient urban neighbourhoods. This paper as well as the continuing doctoral research on which it is based, extends the debate as to the ways in which the challenge of violent crime is being approached, through an in-depth localised case study of the violence prevention through urban upgrading (VPUU) project being implemented in Khayelitsha, one of Cape Town's most notoriously crime-ridden townships.

The theoretical framework of complexity theory, through the exposure of violent crime as a wicked problem requiring innovative solutions, supports the argument for contextually based intervention analysis. A singular, localised case study methodology is thus employed in analysing the case in Cape Town, as it is hypothesised that the challenges being experienced and existent barriers to project transferability can only be understood within the particular, highly localised context within which such an intervention has taken place.

Based on recent field research involving workshop observation, participation and interviews with planners and policy makers, this paper provides preliminary insights into the projects key successes and arising challenges regarding the transferability of positive urban renewal and crime prevention experiences. Failure to adequately transfer the benefits of successful pilot projects threatens the very broad based implementation that is required to bridge the divide between Cape Town's core economy and its alienated peripheral urban areas, thereby making a deeper understanding of those aspects that most threaten the transferability of successful interventions all the more important.

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Surviving Cities: Addressing Disaster Risk to Informal Settlements in Social Network and Governance Framework

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Keywords: coping/resilience, social networks, network governance, informal settlements

Being poor and living in informal settlements within mega cities of the developing world means being exposed to a complex range of risks – from the everyday hazards of living and working in insecure situations to the worst impacts of global challenges of disasters and climate change. In the field of disaster risk reduction – primarily related to natural and man-made hazards and consequences of climate change, the discussion on the value of social capital and networks has been limited mainly to post disaster recovery, preparedness, coping and adaptive capacity. Studies of relational social capital (Lin, 1999) and its role for networks governance for urban poverty reduction find that horizontal networks based on kinship, family, ethnicity and community organization intersect with vertical networks with state and non-state institutions are instrumental in the access of social goods and service delivery. However, many also find that these networks perpetuate clientelist relations and can be excluding to selected groups. The value of these networks for inclusive governance is contingent on the responsiveness of state and market institutions to fair and just policy (deep democracy) as well as institutional capacity devolved to local governments through the process of decentralization (Devas et al, 2004). Others have argued that there is a need to move beyond the strict binaries such as informal-formal, vertical-horizontal, state-civil society and explore the value in diverse spaces and multiple sites of engagement made possible within and outside of network governance (Ostrom, 1996).

The paper aims to investigate how households in informal settlements of a medium size city in India cope with disaster and risk through their social networks and how these networks function in ‘co - production’ of governance at the local level (Ostrom, 1996). The empirical evidence is based on informal settlements in Agra which will shed light on the nature of ‘relational social capital’ used by households in terms of the embedded resources, the actors involved and the diffusion of relative power in these networks. Pelling and High (2005) have commented on an increasing interest in exploring behavioural aspects of individual and community agency, albeit only in field of adaptive capacity. They identify the bulk of scholarship exists in the realm of purposeful action by the households for material interventions for adaptation. In this paper we adopt a critical view on governance in exploring the nature and level of integration of social networks of households in informal settlements for policy planning and implementation for risk reduction.

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Social Vulnerability and Environmental Risks in Favelas of Rio de Janeiro: an Appraisal of the Peace Building and Slum Upgrading Programs

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Keywords: slum upgrading, risk, social vulnerability

The city of Rio de Janeiro will host two mega-events in the near future: part of the games of the Soccer World Cup in 2014 and the Olympic games of 2016. As a result, the State and local governments of Rio de Janeiro devised new urban policies for the favelas aimed at bringing public safety to the city. The most important is the program called Police Pacification Units (UPP), which has been put in place since 2008 in several favelas under the control of the drug dealers. Other important programs, such as Morar Carioca (Carioca Housing) and the PAC (Program of Development Acceleration) complement the UPP, focusing on housing, infrastructure improvements, and mobility within favelas.

This paper intends to analyze the impact of these programs on the building up of resilience and adaptive capacity in some of the communities where the pacification program was put in place. The paper focuses on the dimensions of risk, vulnerability, safety, and the construction of socio-environmental sustainability within the favelas and its surroundings. The study is based on empirical evidence from four favelas in Rio de Janeiro: Comunidade Dona Marta, Morro da Providência, Morro Pavão-Pavãozinho and Complexo do Alemão. It also uses data and information from government and non-government sources and when available, from the plans and designs put forward in these communities.

The proposed analysis as well as its implicit comparative nature will point out the advances and setbacks of these programs, and will indicate possible strategies for improvement. It hopes to contribute to better planning practices and ultimately to diminish social and environmental vulnerability of less privileged communities.

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Urban Resilience in Situations of Chronic Violence: Combining Spatial Planning with Socio-political Network Building in the Search for Security

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While the sources and forms of social and political violence in the developing world have been extensively examined, the ways ordinary people along with their neighbors and officials cope with chronic urban violence have earned far less attention. Using a case study focus on eight cities in Latin America, Africa, and South Asia that have suffered from violence, this paper explores this latter phenomenon, which I call *resilience*. Resilience is defined as those acts intended to restore or create effectively functioning community-level activities, institutions, and spaces in which the perpetrators of violence are marginalized and perhaps even eliminated. The paper identifies the sets of conditions and practices that enhance an individual or a community's capacity to act independently of armed actors. It specifies the types of horizontal (e.g., intra-community, or neighborhood-to-neighborhood) and vertical (e.g., state-community) relationships that have been used to sustain this relative autonomy. It not only argues that violence and constructive responses to it are situated in physical space; it also suggests that a combination of horizontal and vertical networks among citizens and between them and the state can be leveraged to enhance the spatial correlates of resilience.

In showing how and why physical conditions in a neighborhood will affect the nature, degrees, and likelihood of resilience, the paper also seeks to introduce a new conceptual innovation: *the distinction between positive and negative resilience*. Positive resilience is a condition of relative stability and even tranquility in areas recently or intermittently beset by violence. Strong and cooperative relationships between the state and community, and between different actors—businesses, civil society, the police, etc.—tend to characterize positive resilience. Negative resilience occurs when violence entrepreneurs have gained effective control of the means of coercion, and impose their own forms of justice, security, and livelihoods. In such situations—most frequently in informal neighborhoods where property rights are vague or contested—the community is fragmented and seized by a sense of powerlessness, and the state is absent or corrupted. In contrast, the paper argues that resilience is robust and positive when ongoing, integrated strategies among the different actors yield both reciprocal accountability and tangible gains for a particular community: ranging from improvement in the physical infrastructure to growing commercial activity to community-oriented policing, to name but three examples. The paper concludes by suggesting that urban resilience benefits from good urban planning—promoting and investing in mixed commercial and residential land use, for example, particularly in areas of the city at-risk for crime, and building infrastructure that enables free movement of people within and between all neighborhoods (via pedestrian corridors; parks; public transport) to promote security and livelihoods.

SESSION 14-8 Urban Risks, Perceptions, and Mitigation

Supermarket Development to Mitigate Risks of Disparate Food Access and Diet-Related Disease: Lessons from Experts and Directions for Researchers

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Keywords: food deserts, healthy food access, diet-related disease, supermarkets

Within the last decade, programs have been created at federal, state, and local levels to improve access to healthy foods by developing supermarkets in underserved areas. In part, these programs respond to a broad body of research which describes two simultaneous disparities among disadvantaged urban communities: first, they have disproportionately low access to affordable, acceptable healthy foods (Algert *et al.* 2006; Andreyeva *et al.* 2008); and second, they are disproportionately affected by diet-related chronic illnesses (Morland *et al.* 2002; Giang *et al.* 2008). Understandably, planners, community groups, and public officials have sought to correct these disparities, though the theories and methods employed by policies to improve both access and health are quite different.

This paper surveys the current landscape of supermarket intervention strategies, at local, state, and federal levels, particularly programs which promote healthy food retail and aim to improve community health. Individual program methods and theories are elucidated by considering five widely-variable elements: **Scope:** Does the program serve interests of a particular city, state, or region? Is the program focused on particular types of food retailers, or are incentives available to all retailers? **Financing Mechanisms:** Does the program leverage outside funds (i.e. Community Development Block Grant (CDBG), New Markets Tax Credit (NMTC), etc.)? How are incentives administered (loans, grants, tax abatements, etc.)? **Partnerships:** Is the program led by government, nonprofit organizations, or other interests? **Spatial Targeting:** How does the program decide where to incentivize healthy food retail (i.e. locally-created zones, USDA-designated "food deserts," The Reinvestment Fund (TRF)-designated "limited supermarket access" (LSA) areas)? **Performance Measures:** How does the program measure success (i.e. number residents served, jobs created, healthy food consumed)? Are retailer sales data incorporated as a measure?

The paper frames broader research questions about the effectiveness of these programs in addressing disparities of access and health. How well are the risks associated with disparate food access and health outcomes ameliorated by these programs? Which elements of program design contribute to successful risk mitigation? This research builds a theoretical foundation to consider these larger questions.

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The Relationship between Parental Perception of the Neighbourhood Environment and Children's Outdoor Play Activities

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Keywords: play, children, neighbourhood, safety, physical activity

The significance of outdoor play for a child's social and psychological development has been well documented in the current literature (Valentine and McKendrick, 1997). More recently, outdoor play has received attention due to its potential contribution to children's physical activity accumulation (Carver et al., 2008; Participaction, 2012). However, children's play time has increasingly become limited to indoor activities and organized sports, at the expense of outdoor play times (Carver et al., 2008). Neighbourhood is the environmental setting within which outdoor play occurs. Environmental intervention, then, can be one way of enabling more outdoor play time by children and the youth.

An emerging literature on children's physical activity has explored neighbourhood safety (Carver et al., 2008). However, the association between the neighbourhood environment and a child's outdoor play time, particularly in a North American context, remains understudied. Empirical evidence linking outdoor play with objective measures of physical activity is also limited. This paper addresses these gaps in the current literature by exploring children's outdoor play time in Toronto, Canada. Two research questions were examined using data collected from children attending grades 5 or 6 in 16 public elementary schools, and their parents: (1) Is there an association between the hours spent by a child playing outdoors and his/her physical activity levels? (2) Does parental perception of the neighbourhood environment influence the amount of time that is spent by a child playing outdoors?

The results suggest that regardless of a child's age and sex, outdoor play was significantly correlated to a child's physical activity (MVPA) level. Ordered logit models were estimated to explore the correlation between the duration of outdoor play by a child (reported by a parent) and parental perception of the neighbourhood environment. Results from this multivariate analysis indicate that several indicators of neighbourhood safety were associated with the duration of a child's outdoor play, and that the correlates associated with environmental qualities were different across weekdays and weekends. We expect that these findings will inform an emerging set of policy and community-based initiatives in Canada, by providing critical evidence of the health benefits of a child's outdoor play and by emphasizing the importance of the neighbourhood environment.

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Nature and Death: An Individual Level Analysis of the Relationship between Biophilic Environments and Premature Mortality in Florida

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Keywords: public health, green space, mortality

The objective of this paper presentation is to elucidate the relationship between green space conservation and mortality outcomes using a very large population sample of residents of the state of Florida. Two complementary objectives are 1) to build relationships with European colleagues leading this line of research and 2) to garner advice on the potential methodological techniques necessary to advance this research to infer causal relationships (Ward-Thompson, Aspinall, & Bell, 2010).

There are a number of potential health benefits to supporting human biophilic needs or those derived from natural environment. The conservation and reintroduction of green infrastructure in its many forms, and in the midst of development pressures, is fundamental to the satisfaction of human biophilic needs. These needs range from water security to recreational physical activity opportunities. It is important to note that the satisfaction of biophilic needs can occur at scales ranging from neighborhoods to regions (Coutts, Horner, & Chapin, 2010). The scale of the analysis captures the opportunities for accessibility and exposure to green space. For example, a neighborhood park provides regular contact with natural elements and mental restoration while an interconnected system of regional green infrastructure sustains essential ecosystem services.

The hypothesis being tested is: persons with a higher likelihood of exposure to green space in their local residential environment are less likely to die prematurely from lifestyle-related causes.

To test this hypothesis, we analyzed all-cause and cause-specific mortality rates in the state of Florida between 2000-2012 (n=1,462,683) to determine if the amount of green space at various scales from a geocoded residential location provided on death certificates predicted higher rates of premature mortality. Premature mortality is defined as mortality below gender-specific average life expectancies in the US (male=75.5, female=80.5). The expected outcome of this research is that the amount of local green space is a stronger predictor of premature mortality than green space at larger scales, but green space at larger scales still remains a significant determinant of premature mortality.

This study contributes to the burgeoning interdisciplinary planning and health scholarship unraveling the myriad relationships between green space conservation and health. The results of this study inform planning practice of the scales at which green space needs to be conserved in order to optimize community health and welfare.

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Using the Concept of Adaptive Capacity to Explore the “Urban Security” Approach in Kigamboni New City Project

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Keywords: Secure Urbanism and Resilient Infrastructure (SURI), adaptive capacity, sub-Saharan cities

Sub-Saharan fast growing cities are facing the coupled effects of global environmental change and urban expansion raising new questions about the better way to understand and define the strategies for urban resilience and sustainability.

As noted by Hodson and Marvin (2009) there is a mainstream approach of infrastructure provisioning in urban planning and management, characterized as Secure Urbanism and Resilient Infrastructure (SURI), which is oriented to secure ecological and material reproduction of cities and their infrastructures while generating “by-passed” places and neglecting ecological aspects.

Assuming that one of the limit of the SURI approach is the dearth of consideration of the context of the place (social, economic, institutional, environmental), the paper uses the concept of adaptive capacity to explore this context and analyse how it is considered within the Kigamboni New City project (considered as following SURI principles) in the city of Dar es Salaam. Particularly the concept of adaptive capacity is used to define a framework for investigating the relationships between modalities of accessing and managing resource, environmental features and household livelihoods in the project area.

The analysis is based on empirical examples from a household questionnaire survey, insights from Forum theatre activity performed at Kigamboni, and data from GIS analysis.

The paper finds that informal, hybrid (e.g. rural-urban) modalities of accessing and managing resources, together with social-networks and site specific features, play a crucial role in creating opportunities for livelihood and adaptation strategies.

It emerges that the Kigamboni New City project, promoting economic development by attracting investors and improving urban infrastructures, would lead to the reconfiguration of residents' livelihood strategies, changing the environmental context, social relations and consequently the interdependencies between them.

The implications of this analysis lead on to consideration that the linkages between the project interventions and this reconfiguration is essential to understand to which extent it would “bypass” places of groups of people creating constraints and opportunities for their livelihoods and adaptation strategies.

Using the concept of adaptive capacity the paper provides a framework that considers the relationship between urban livelihoods and environmental context in sub-Saharan cities in order to analyse how urban development and infrastructure provision affect those relationships widening or limiting livelihood and adaptation opportunities.

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SESSION 14-9 Walkability, Physical Activity and Well-being

Accessibility and Health: towards Walkability Tools for Planning Practice

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Keywords: health, access, walkability

There is increasing research interest in how we can most effectively intervene in the built environment to change behaviours such as physical activity and improve health. Much of this work has focussed around the concept of walkability and the identification of those attributes of our cities that encourage pedestrian activity, including density, connectivity and the aesthetic of the urban realm (Saelens et al 2003, Frank et al 2010). Much of the existing research has clarified the strength of the relationships between various environmental attributes and the differential impact on different demographic groups (e.g. Panter et al 2011). This has not yet been effectively translated into tools to help integrate the concepts of walkability into decision-making by statutory authorities that can help shape the spatial development and delivery of public services which can support more active lifestyles. A key reason for this has been that standard models for transport planning and accessibility are based on networks of road infrastructure, which provides a weak basis for modelling pedestrian accessibility (Chin et al 2008).

This paper reports the findings of Knowledge Exchange project funded by UK's Economic and Social Research Council (ES/J010588/1) and partners including Belfast and Derry City Councils and Northern Ireland's Public Health Agency, the Department of Regional Development and Belfast Healthy Cities, that has attempted to address this problem. This project has mapped city-wide footpath networks and used these to assist partner organisations in developing the evidence base for making decisions on public services based on health impacts and pedestrian access. The paper describes the tool developed, uses a number of examples to highlight its impact on areas of decision-making and evaluates the benefits of further integrating walkability into planning and development practice.

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Local Environment of Neighborhood Naturally Occurring Retirement Communities (NORC) in a Mid-Sized U.S. City

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Keywords: elderly, naturally occurring retirement communities, neighbourhood

By 2030, residents over the age of sixty-five will represent almost twenty percent of the U.S. population. Almost half of elderly households have lived in their current home for more than twenty years. And according to multiple surveys, a significant majority of the elderly wish to remain in their current home or community for as long as possible as they age. The combination of a growing elderly population, long length of tenure, and a desire to age-in-place has led to the notion of naturally occurring retirement communities (NORC), which are areas “not planned or designed for older people, but which over time come to house largely older people” (Hunt and Gunter-Hunt 1985, p. 4).

The purpose of this research is to examine how ‘healthy’ and safe is the residential environment of neighbourhood NORCs in the intermediate-sized city of Tallahassee, Florida, a city developed predominantly after World War II. In recent years, a growing emphasis in planning has been placed on sustainable and livable communities, which typically refer to an urban form that supports pedestrian mobility and other physical activity, accessibility and connectivity to services and amenities, safety, and social diversity (Miles, Song, and Frank 2010; Miles and Song 2009). Few studies have examined the extent to which NORCs in intermediate-sized cities fit the planning field’s notion of a sustainable and livable community. Despite a strong public preference for aging-in-place, neighborhoods vary considerably and not all of them necessarily provide the amenities for successful and healthy independent living among the elderly, particularly among those with limited resources (Golant 2008).

In our paper, we first provide background regarding the variety of potential residential environments among the elderly, as well as the importance of those environments to their health, safety and well-being. We then provide descriptive data regarding the neighborhood characteristics of NORCs located within our intermediate-sized city, as well as the household characteristics of those living within them. Finally, we discuss the implications of our findings.

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The Walkability of Bristol: How this Relates to Physical Activity, Health and Well-being

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Walking is accessible to the majority of the population; it is low cost, requires no specialist equipment or training and can be relatively easily incorporated into daily routines. A recent review of the evidence base for investment in the walking environment (Sinnett et al., 2011) identified a number of gaps in the literature including the lack of evidence of the relationship between physical activity, travel choice and quality of life in the UK.

This project seeks to examine the walkability of Bristol, England, and how this relates to physical activity, walking, health and well-being. A city-wide repeat cross-sectional was conducted using data from the Bristol City Council annual quality of life survey, spanning a ten year period (2001-2011). This data was used to examine the relationship between perceptions of the neighbourhood (e.g. neighbourhood satisfaction, access to amenities, safety and trust) and health and well-being outcomes (e.g. self-reported walking, physical activity, general health and well-being). These were supplemented with data on urban form (density, connectivity and land use mix) from Geographical Information Systems to explore the relationship between walkability and these outcomes. The relationships have been explored over the ten year period to examine how changes in the perception of the neighbourhood over time are related to levels of physical activity, walking, health and well-being.

The analyses demonstrate that investment in the walking environment has a positive impact on the level of physical activity of residents and their overall health and well-being. There is a relationship between residents' perceptions of the neighbourhood and their overall health and well-being in Bristol and people report more physical activity in neighbourhoods that have a greater measured walkability and better quality walking environment.

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The Prevalence of Obesity among Residents of Low-income Neighborhoods: Assessing the Factors of Lifestyle, Socioeconomic Status and Built Environment

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Keywords: obesity, poverty, lifestyle, socioeconomic, built environment

The prevalence of obesity in the United States has reached alarming proportions for adults and children. Obesity is also associated with poverty. The National Health Interview Survey dataset identified that the lowest income groups contain a disproportionately higher proportion of obese persons. Hill et al (2003) assert that individual factor, particularly genetic, clearly contributes to individual differences in weight and height, but the rapid weight gain is a result of the changing environment. Environmental factors promote overconsumption of energy and reduce total energy expenditure by reducing physical activity (Papas et al 2007).

Hood (2005) indicated that various aspects of the built environment can have profound effects on physical and mental health outcomes, particularly adding to the burden of illness among residents in low-income neighborhoods. Lack of sidewalks, bike path and recreational areas in low-income neighborhoods discourage physical activity and contribute to obesity. In low-income neighborhoods, the threat of crimes keeps residents inside their homes and encourages more sedentary lifestyles including watching television excessively and eating excess calories (Wakefield 2004).

This NIH-funded study collects data of obesity levels and pertinent related factors behavioral/lifestyle factors, socioeconomic/demographic factors, and built environment factors from residents in four low-income neighborhoods in Savannah, Georgia. The surveys will be conducted from June 2012 to April 2013. The survey includes 65 questions covering obesity and health-related topics: 1) Behavioral/lifestyle/cultural beliefs: nutrition, eating habits, physical activity, leisure activities; 2) Socioeconomic/demographic: age, gender, race, household size and ages, education, income, marital status, employment status, access to health care, health insurance, age when children were born, etc. and 3) Perceived/actual built environment: sidewalks, bike paths, playgrounds, gyms, medical care facilities, and grocery stores availability.

The data collection also include BMI and waist circumference measurements of randomly selected residents and field observations about the neighborhoods' built environment, including availability of playground or recreational facilities, sidewalks and bike paths, and food outlets including supermarkets, grocery stores, convenience stores, fast food establishments, full-service restaurants and limited-service restaurants in and surrounding the study areas.

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SESSION 14-10 Security, Risk & Resilience

Fear of Crime in Urban Settings: Influence of Environmental Features and Presence of People

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Keywords: fear of crime, environmental design, presence of people, prospect and refuge

Fear of crime affects the well-being of individuals and society as a whole. It can have detrimental effects on individuals' psychology as it can limit people's freedom and choice, significantly influencing individual behaviour in space. Past research has shown that fear of crime is influenced by environmental features and social variables. Most such studies on fear of crime have paid attention to either environmental clues or social-cultural variables independently (Ferraro, 1995; Nasar & Jones, 1997). Primarily this paper argues that planners and planning practice require a holistic understanding of fear of crime to be effective at policy development, implementation and evaluation. A more holistic understanding of fear of crime can be achieved by combining environmental approaches and social approaches. One conceptual framework that can help to achieve this is prospect and refuge (Appleton, 1975; Fisher & Nasar, 1992). Utilising self-reporting field walks, field interviews and survey data, this study show the features such as the lighting, and social features such as presence of people and activity jointly influence fear of crime in relation to subjective experience of individuals' identifiable characteristics which for this paper, comprise gender and status as a local or international Asian student.

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Undemocratic and Irrational Planning for the 2010 Vancouver Winter Olympics

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Keywords: security, democracy, expertise, violence

Over the years, security operations for mega-events have become increasingly more expensive and extensive. The security measures associated with such operations are shaping cities in ways that have yet to be clearly understood by planners. These security measures for mega-events serve to redefine “urban spaces through security rhetoric and practice” (Coaffee, Murakami Wood, & Rogers, 2009, p. 219). From an urban planning perspective, the goal of this paper is to show how security planning for the 2010 Winter Olympic Games in Vancouver played a major role in how the city was shaped for the Games and to argue that this planning was rooted in a ‘rational-comprehensive’ framework of planning that was at odds with liberal political values cherished by mainstream planning.

While this article does uncover how security rhetoric and practices reshaped Vancouver for the Games, the main focus is on rethinking security from an urban planning frame of reference. To interrogate this connection, I ask the following questions: how was security planned for the Games, how can this be understood as a form of planning, and why is this form of planning problematic? From an examination of the Vancouver Olympic security operation, I argue that security planning must be understood as a form of urban planning if we are to comprehend the various ways that non-planners within the state apparatus are shaping cities

When analyzing the data from this perspective, a larger story about the fabric of security planning emerges that has yet to be explored in more detail. Furthermore, it encourages planners to expand their conventional understanding of planning to encompass the various ways that non-planners are shaping cities. As I will demonstrate throughout the paper, we see a group of ‘experts’ come together who are mobilizing a limited understanding of space to transform and manage urban environments well beyond the best practices as defined by contemporary planning theory. I use evidence from interviews, observations, official documents and media reports to argue that this form of rationalist and expert driven planning is antithetical to contemporary planning practices and undermines the democratic involvement of the public in planning processes. From an urban planning framework, it is clear that security planning for the Vancouver Olympics was rooted in its own normative and rational understandings of the city, which served to legitimize an otherwise undemocratic and invisible process of security planning.

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Geochemical Investigations as a Tool for Environmental Planning of Cities

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Keywords: urban geochemistry, pollution, risk assessment

Urban sites are formed on natural environment basis and are under the impact of social, economic and political factors. Presently, cities that face continuously changing local and global social and economic realities, in the person of governance bodies and urban community should not lose their main mission – assurance of appropriate quality of life.

One of basic indicators of life's quality is the quality of the environment. Geochemical situation of territories is one of essential characteristics of environmental quality as urban sites are ecosystems where interaction of natural and anthropogenic factors finally forms a specific geochemical situation and geochemical landscape, differs from the natural one and derivative of public life.

Being one of major centers of disturbance of natural balance of chemical elements urban sites both act as a pollution source and bear the consequences of pollution. The latter may impact the population directly (the atmosphere, dust, water, and soil in the case of kids) and indirectly (soil- food chain). Geochemical investigation gives an opportunity to determine pollution sources, pathways and risk of environmental pollution with different pollutants.

Geochemical investigations provide revealing of diverse pollutants in all environments (soil, water, bottom sediments, air, dust and plants), producing specialized maps and study spatial distribution of element, outlining ecological discomfort zones, determining peculiarities of pollution in different urban functional zones, revealing risk groups among the population.

All geochemical data are flexible, have spatial and time cohesion and are good base for adding all kind of relevant information to gain integral picture of environmental state.

Yerevan is one of the cities of Armenia which has integral geochemical assessment of environment for over 30 years and could serve as a case study as this information has already been used by Yerevan's municipality for different purposes.

POSTERS 14

Structuring Redevelopment with Sustainable Storm Water Network: an Urban Design Method for Resilient Cities

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Keywords: blight areas redevelopment, green infrastructure, ecological restoration

In Europe, and in other long standing civilization counties, the need to preserve the arable and natural land, support the preference of redevelopment of underused or derelict urban precincts, with the aim to change them in sustainable and resilient new urban settings. Flooding is one of the climate change hazards hampered by rain concentration and intensity. Sustainable management of storm water may reach both risk mitigation objective and better ecological conditions of manmade environment. Citizens living condition may improve for climate mitigation, biodiversity protection, landscaping. All these themes are in a way or another linked to the water presence in urban open space. Because water feeds vegetation, landscape design is called to support urban design in giving new mood to public space.

In the redevelopment of a dismissed industrial area in Naples suburb, urban and landscape design are been combined with ecologic restoration. The first step is to reconstruct local geography and the natural site before being altered by urbanization process. In this work historic cartography, geomorphology, hydrology, landscape and urban history are employed. Only a multidisciplinary knowledge may explain water dynamic in a place. In our case hydrogeological studied gave an important contribution because the growth of groundwater caused by ceased withdrawal for agricultural and industrial purpose.

The result of such inquiry let rediscover disappeared creeks, rivers, lake and wet areas, but these hydrological system is not a network fixed in the historical past, neither a natural dream to make real. It is a dynamic system affected by a set of factors including human water use, and planning had to face all them together.

Waterways draw on urban land a potential hierarchical network if all barriers and alterations would be supposed removed. This structure may be related to city map with its road net, blocks, square and gardens, also if the latter often lacks or the some order. This relationship may elaborate the lesson of green infrastructure, when sustainable storm water management change streets, parking lots, urban parks with infiltration planters, porous pavements, side swale, vegetated infiltration basins, wet ponds. The green infrastructure philosophy embeds storm water network into urban network of streets and public spaces. In the redevelopment of large blight areas, priority of street network on water network may be reversed: the natural flow or water over the land may design the main axes of the future development.

in urban design terms there are some challenges as: integrate water and green in public space, make housing and other urban functions compatible with wet places, put natural resources at the fore. Creativity is the last tool, to imagine new solutions.

The results of such planning method, contribute to the construction of a ecological city model. Though a collective thinking is going on to elaborate theoretic statements, exercises of planning in given settings, are a useful learning process in a pragmatic frame. At the moment, this exercise has only a cognitive character. In the progress, the research will advance confronting decision makers, on one side, and testing the proposed solution related to the chosen objective of permeability, evaporation, climate mitigation, flood control, on the other.

For three years, students of architecture and planning program are involved in workshops with exercises over the exposed method and in the said places. Many of the ideas presented are born in such work. Student sensibility to energy and natural resource saving, urban resilience and ecological equilibrium develop in proposed visions and urban design. The proposal may improve city master plan.

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West Philadelphia Tradition of Curbside Whole Fruit and Vegetable Vending

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Keywords: produce, food access, mobile vending

Motivated by consistent research findings of geographic disparities in food access and chronic disease, a broad range of stakeholders have supported numerous place-based responses including financing for food retailers in under-served areas, incentives for existing retailers to stock more healthful foods, and “pop-up” food retail, such as mobile produce trucks and farmers’ markets. Researchers are beginning to note that small, mobile retailers such as produce trucks and healthy street food vendors may offer better food environment policy interventions because they require little start-up, can easily target schools and neighborhoods with poor access to healthful foods, and circumvent the need to own real estate (Leggat et al., 2012).

Thus far, researchers have paid little attention to curbside whole fruit and vegetable produce vendors despite the fact that many have operated in low-income neighborhoods for over a decade. In a 2010 door-to-door survey about food shopping habits for 514 residents of West and Southwest Philadelphia, 48% of participants said they purchased fruits and vegetables from curbside produce vendors—a percentage comparable to farmers’ markets (48.2%) and far greater than use of corner stores (10%), co-ops (8.7%), CSAs (<5%), and urban gardens (20%), (Karpyn et al., in review). Several other studies have referenced the 2008 New York “Green Carts” initiative that allow permits for mobile vendors to sell raw, whole fresh fruit and vegetables in underserved areas of the city. Researchers have found that carts locate on the most trafficked streets (Lucan et al, 2011) and are thought to increase overall demand for fresh fruits and vegetables (Leggat et al., 2012), though these studies did not document vendors sales, profitability or cost comparison to nearby food outlets.

The purpose of this paper is to (1) describe the curbside produce vendors, how they operate in West Philadelphia, and the policies and fees that regulate these small businesses; (2) analyze their location relative to demographic patterns, health outcomes and other food outlets; and (3) compare the prices and varieties of whole fresh fruits and vegetables between curbside produce vendors and conventional outlets, including full-service supermarkets, limited assortment grocery stores, and produce stores. We conclude with recommendations regarding zoning, licensing, and Supplemental Nutrition Assistant Program (SNAP) authorization that would help stabilize and expand this long-standing and popular model.

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Landing City, Archipelago-City, City of Slums

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Keywords: urban poverty, Mediterranean town

Some well-known international literature acknowledges a major change in life condition, such as an increasing slumization in big urban areas in different continents (Neuwirth R., 2005, Davis M.2006; Burdett, Sudjic, 2007). Scholars highlight connections between spatial and socio-economic transformations in a trans-scalar perspective (Soja, 1999, Sassen 2007). All argue that social polarization is increasing, as it is evident in the current economic crisis.

Slums of different type and size, not necessarily peripheral, would be even more diffused in the next future (Neuwirth 2005); cities would become places where strangers would learn to coexist (Amin 2012).

Southern Mediterranean cities, quite porous and less modernized, with a slower development, cannot be quickly homologated to theories and models developed in other contexts.

Naples is a porous city, one of the gates of the Mediterranean, a big hub for different groups of people, migrant and sedentary. these groups have different capitals of knowledge and disadvantages and they have a different level of accessibility to the rights of citizenship. In the city of Naples about 100,000 people live below the absolute poverty line and about 300,000 above the relative poverty line. Almost 30.000 live in about 12.000 ground-floor houses, 4000 in Rom camps, 1400 in basements and/or shops improperly arranged as houses inside public housing. Some thousands still live in public housing paying no rent, some others get food from soup kitchens and are homeless.

All these groups live in a sort of diffused slum, organized into different clusters, both in the inner city and the outskirts, usually public areas like small eterotopias (Magatti 2007) all over the metropolitan area.

This paper poses some questions: is this pariah city an effect of a delayed modernization or is also the outcome of a globalization process producing highly differentiated spatialities (Lacoste 1976) even more socially polarized (Sassen 2007)? Is it useful and correct to interpret this process occurring in the Mediterranean city as slumization? ? Thinking about these cities, is it perhaps possible to envisage forms of evolutionary resilience (Davoudi S.2012): from the severe turbulence to more sustainable, less discriminating forms of reproduction? Which sustainable tools should planners and policy makers use in order to effectively cope with these emerging social demands?

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Geochemical Investigations as a Tool for Environmental Planning of Cities

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Keywords: urban geochemistry, pollution, risk assessment

Urban sites are formed on natural environment basis and are under the impact of social, economic and political factors. Presently, cities that face continuously changing local and global social and economic realities, in the person of governance bodies and urban community should not lose their main mission – assurance of appropriate quality of life.

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A Research of Participatory Planning Methods on Avoiding NIMBY Risks of Urban Facilities in Nanjing, China

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Keywords: NIMBY risks, urban facility, spatial analysis, participatory planning methods

The “NIMBY, not in my back yard” phenomenon is an increasing prominent urban problem in China. NIMBY risks are the general terms for all kinds of negative external effects of urban facilities, and they are great risks for the contemporary society. However, for China with a fast urbanized rate, the functions of cities still need to be optimized and many public facilities are required to be established. Thus, the remission of it is an important action which can help to achieve social equality and justice.

NIMBY risks show a severely harmful influence and have a typically temporal-spatial oriented character. However, the related studies have mostly concentrated in fields of Sociology, Economics and Environmental Science in a temporal-section way, lacking geographic perspective of temporal-spatial analysis. This study built is a measurement model of NIMBY effects impacted on space, based on temporal-spatial and behaviour analysis in geography, also integrated with some methods including environmental impact assessment, disaster risk assessment, traffic impact analysis, view shed analysis and social survey method.

NIMBY conflict is a kind of social conflict where the minorities are affected by NIMBY after game between multiple interests groups including governments, experts, planners, developers, media, residents from different locations, etc. To solve it, we coordinate the interests between different groups to achieve a win-win situation. This study raises the classification of interests groups and analyzes the game relationship between them basing on the impact area, services area of certain facilities, and the city region. It introduces the theory of participatory planning to raise the methods for avoiding the risks from NIMBY risks, as well as the related techniques to realize them. It also introduces the concept of discourse power and establishes a discourse-power model based public participation system to avoid NIMBY risks by using GIS-based spatial quantitative analysis approach. It still establishes a mechanism of distribution and implementation of discourse power, to clarify certain discourse power of participants in certain space of discourse power. This study attempts to achieve an ordered public participation, to guarantee scientific, participatory, and operational urban planning.

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TRACK 15: PLANNING LAW REGULATION AND DISPUTE RESOLUTION

SESSION 15-1 Planning Law and Urban Planning Challenges

Bad Buildings and the Revitalisation of Johannesburg: 'Community Land Trusts' and the Goal of Inclusion

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Keywords: expropriation, abandonment, community land trusts, South Africa, town planning schemes and justice.

This paper explores the potential use of expropriation and community land trusts in South Africa today and how these tools might be used to address the question of abandoned properties. The paper is based on empirical data from the inner city suburb of Yeoville, Johannesburg, which has experienced rapid transformation over the past 20 years, and now contains a significant proportion of abandoned properties with absentee landlords. The area has an active Development Forum which seeks to acquire these properties as part of its redevelopment plan for Yeoville.

The problem of abandoned properties, in this and other areas is frustrating attempts by local governments in South Africa to address the legacy of apartheid with regards to the equitable provision of services, the provision of state subsidized housing in well located areas and the general land management of the city. Yet there appears to be a strong reluctance on the part of local government to utilize the power of expropriation to address these problems.

Expropriation raises a number of pertinent legal questions including: the capacity of the state (here municipality or City) to expropriate absentee landlord properties; the amount of compensation that would be due; and the appropriate forms of valuation of these properties. The answers to these questions have implications on the legal opportunities that might be available within the framework of the Constitution that provides both for the protection of property and the right to housing. Following expropriation, community land trusts offer ownership forms that might be applied to the redeveloped properties so as not to exclude low income occupants from the properties. The structure of property ownership and the powers of the State to intervene in these instances have important consequences for the burden on either the City or future holders/owners of such properties. The paper seeks to provide the basis for proposals that will be financially viable and might further two broader goals: more equitable town planning outcomes as well as a measure of justice, for existing low income occupants on these properties.

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De-commodification in the Face of Land Policy and Housing

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Keywords: de-commodification, land policy, housing, human rights

Inadequate housing is a violation of human rights and for many reasons a challenge for land policy (Davy, 2012). Drawing from the popular book of Cøsta Esping-Andersen from 1990, “The three Worlds of Welfare Capitalism”, the term de-commodification got onto the agenda of many scholars, particularly in the field of welfare state theory. Esping-Andersen used the term de-commodification to describe and explain three major types of welfare states: the corporatist, the liberal and the social democratic welfare state. De-commodification, in his understanding, means the emancipation of the people from the markets, particularly the labor market. With respect to property rights in land, not de-commodification but commodification is a frequently used term which stands for privatisation and deregulation. The land titling approach (de Soto, 2000), for instance, is a commodification of the land below the feet of persons who live in informal settlements in the global South. In my paper, I transfer Esping-Andersen’s understanding of de-commodification to land policy. With respect to land policy, I understand de-commodification as the extent to which households can use the land, independently of their income and independently of the property in land they acquire on the market. In ways interesting to housing, typical examples are the strengthening of tenants’ rights in Western (welfare) states or the protection from eviction in informal settlements of countries in the global South.

The Committee on Economic, Social and Cultural Rights is the responsible monitoring body for the rights listed in its name, which include the human right to adequate housing. The Committee’s task is to respond to the States Parties reports of the member states of the International Covenant on Economic, Social and Cultural Rights (ICESCR) in form of Concluding Observations. The Concluding Observations are a very valuable data source to examine the right to housing and its underlying policies in a global context through discourse analysis because they directly respond to the policies of more than 100 countries.

My exploration is rooted in the research project FLOOR (Financial Assistance, Land Policy, and Global Social Rights, www.floorgroup.de). FLOOR’s overarching goal is to examine social security as a human right. This paper is part of subproject FLOOR C, socio-ecological land policy which focuses on the relationship between the poor and the land (Davy, 2009). Based on a discourse analysis of the Concluding Observations, I will examine the relationship between commodification of land on the one hand, and the de-commodification of the land users on the other hand. My hypothesis is that, with respect to housing, solutions of commodification and de-commodification are frequently mentioned in one breath.

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The Potential for Urban Land Reform in Scotland

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Keywords: land reform, economic and community regeneration, vacant and derelict land

In 2003, the Scottish Parliament passed the landmark Land Reform (Scotland) Act which, inter alia, introduced a 'Community Right to Buy' granting local communities in rural Scotland what are effectively pre-emption rights on the sale of landed estates and other forms of property asset. Ten years after the enactment of Scottish Land Reform, the Scottish Government has instituted a major reform of the legislation, setting up an independent review group to consider how its workings might be improved and whether its principles could be extended beyond rural Scotland to urban communities, where the vast majority of Scottish people live (Scottish Government, 2012a). The author is currently acting as one of eleven expert advisers to this review.

Whereas absentee land ownership has long been a feature of rural Scotland, extensive land vacancy and dereliction presents a more pressing issue in urban Scotland. There are almost 11,000 acres of vacant and derelict land in Scotland, the vast majority of which is concentrated within de-industrialised urban areas (Scottish Government, 2012b). It has long been recognised that a change of ownership can act as an important spur to the redevelopment of such wasted resources (Adams et al, 1991). It is therefore pertinent to ask whether the introduction of a 'Community Right to Buy' in urban Scotland might provide a significant lever to economic development and to enhancing local social capital.

More broadly, however, economic and community regeneration could well be encouraged by a broader set of reforms to urban property rights. Previous work, for example, which has identified and categorised ownership constraints to urban redevelopment (Adams et al, 2001) has pointed to the potential of new institutional mechanisms that might re-structure the balance between public and private interests in urban land ownership. Drawing on examples from other jurisdictions and from other areas of law, this paper will set out how radical thinking on urban land reform in Scotland could make a significant contribution to overcoming longstanding ownership barriers to urban regeneration.

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A Timely, Orderly, and Efficient Arrangement of Public Facilities and Services: The Oregon Approach

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Keywords: public facilities and services, coordinated planning

The details of public facilities and services require significant time and attention by planners, elected officials and other policy-makers, and account for a substantial share of unresolved issues in planning law. This article examines the evolution of planning policy in Oregon with respect to public facilities and services.

Oregon's Statewide Planning Goal 11 involves the provision of public facilities and services. The aim of the Goal is to have cities and counties plan and develop "a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development." Such plans must take into account the nature of the required facilities to determine the need for and timing of their development.

Public facility and service extensions are one of the first steps to developing more intense urban areas, and then can serve as a method by which growth occurs in a timely and orderly fashion. When service extensions are coupled with capital improvements, public and private development decisions are made with added certainty because land owners know when and how much development may occur, and local officials can prepare budgets that anticipate levels of other support services.

Goal 11 requires that development of public facilities plans be a coordinated effort among affected local governments, special districts, and state agencies. Agencies providing funding for sewer, transportation, water, and solid waste facilities identify in their coordinated programs how they will coordinate that funding with other state agencies, and with the public facility plans of cities and counties.

This article addresses the enduring public facility and service issues of: coordinated planning; financing; timing; urbanization; and maintenance. The article details the manner by which Oregon addresses these common problems.

The article concludes that Goal 11 helps prevent the proliferation of urban uses in rural areas that might otherwise result from extensions of urban-level facilities and services outside an urban growth boundary to rural land.

PANEL 15-1 Planning and Human Rights

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Keywords: human rights, planning theory

“Planning Theory” prepares a special issue on human rights and planning (guest editor: B. Davy). The participants of the roundtable are contributing articles to this special issue and will present their diverse views on the relationship between a rights-based approach to spatial planning, the conflicting needs of development policies, and the difficulties of the global discourses on the dignity of human beings and the protection of their basic needs through law.

The idea of human rights – inalienable rights that every natural person shall enjoy because of her or his personhood – is a principal element of the legitimization of modern governments. All over the world, constitutions combine the establishing of government’s powers with the stipulation to respect, protect, and fulfill certain rights of each individual. The Universal Declaration of Human Rights (1948) and several international treaties on civil, political, economic, social, and cultural rights have asserted a global consensus on the significance of human rights (Kälin & Künzli, 2009). Global discourses on poverty reduction, sustainable development, social justice, gender mainstreaming, or urban resilience strongly rely on an human rights approach. Yet, the implications of human rights for urban and rural development, land policy, or spatial planning are not well theorized and often remain neglected (Davy, 2012: 164–176). Can human rights inspire better planning? Are human rights an instrument of hegemony, suitable only for the elimination of diversity? Or is a human rights approach to planning, because “having rights” means less and less in a globalizing world, just a waste of time? Obviously, to answer such questions, detailed case studies have to be combined with in-depth theoretical analysis, preferably on a comparative basis (Alterman, 2010).

Participants in the roundtable discussion include Nurit Alfasi (Ben Gurion University of the Negev, Beer Sheva, Israel), Rachelle Alterman (Technion, Haifa, Israel), Tovi Fenster (Tel Aviv University, Israel), Mark Oranje (University of Pretoria, South Africa), Libby Porter (Monash University, Melbourne, Australia), Jeannie van Wyk (University of South Africa, Pretoria, South Africa).

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SESSION 15-2 History and Theory of Planning Law

Planning in a Context of Discontinuous Change

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Keywords: planning, no growth, post-crisis urban planning

The changing financial-economic and demographic circumstances challenge the assumptions of 'growth' which have had a hegemonic influence on planning. For some time these assumptions have formed the sine qua non for public investments and interventions in securing a broad range of planning goals, for example attempts to design climate proofed cities, stronger urban and regional economies, provide high-quality residential developments and higher standards for social housing, preserve ecological values and enable appropriate open public spaces. Although slowly weakening, there still is a strong – cyclical – belief in a dogmatic return to the pre-crisis growth path.

As a result the current pressure on the quality of the urban space in relation to destabilized land and property markets - although perceived as a major and an increasing problem – is often seen as a consequence of the financial-economic crisis. Many of the solutions currently being proposed in countries like the Netherlands, the UK and Ireland do not recognize that the problem could also be a consequence of the systemic weaknesses in the planning and development system itself. If the problem is rather structural than cyclical problem, some fundamental question that lie at the core of the problem will have to be discussed and alternative solutions have to be considered.

This paper aims to critically reflect on the implications for planning and governance in a changed context of less or even no growth based on a review of the debate in the academic literature with regard to the consequences of neoliberalism in economic thinking for planning, and a selective international comparison of planning debates in the context of a changing economic conditions and demographic patterns. The paper concludes advocating the adoption of a new, more resilient post-crisis urban planning approach.

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Land matters: Resilience, Regulation and Resolve

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Keywords: land use strategy, resilience, strategic planning

This paper will critically consider the origins, provenance and maturation of a new strategic planning instrument – a land use strategy which has been prepared in Scotland to inform the processes, priorities and decisions of planning practice and policy. This represents a challenge to the tendency for land use planning to divorce itself from the essential bedrock with which it is concerned – the land resource itself – the complex of property rights, its distorted values, its tendency to market failures, its dysfunctionality with respect to information and location, and its highly politicised and contested nature.

In England, the Foresight (2010) report into land use futures advocated a more systemic perspective of land and in Scotland, parallel thinking has taken place through the deliberate preparation of a national land use strategy. This complements an extensive process of planning reform with a clear focus on the strategic through the Planning (Scotland) Act 2006 which provided for new planning arrangements, including a National Planning Framework. The strategic focus was strengthened in Section 57 of the Climate Change (Scotland) Act 2009 which required the preparation of a land use strategy in relation to sustainable land use, adaptation to climate change, emission reduction targets and sustainable development. This was to involve wider civil engagement. This paper draws on the concept of socio-ecological resilience to understand the significance of the land use strategy model in terms of addressing deficits in planning, and its potential in informing contemporary land use planning practice at a time of considerable economic, social and uncertainty.

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Planning Law in Germany: Sedimentations of Power

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Keywords: German planning law, epistemological study, sedimentation of power

The Preußisches Fluchtliniengesetz from 1875 represents an initial point of modern urbanism in Germany: the city administrations were authorized to make plans on their municipal ground. The planning law marked a fundamental change from a mere repressive urbanism form of building codes to a predictive steering method to affect urban development. Before the main goal of urbanism has been in warranty of building stability and fire protection; after the good urban governance (in short: urban planning) was highlighted. At the end of 19th century the “Zonenbauordnungen” came circulated as an early kind of functionalism. At the same time the social reformist ideas climaxed in urbanism and influenced the debates. The aim of indirect prescient regulation was supported by the Preußisches Wohnungsgesetz (1918) in the Weimar republic meanwhile urbanism got more and more a status of a scientific discipline and coincident grew their aspiration of objectivity. New building technologies enabled new ways of thinking and the imagination for a radical renewed urbanism. In the Nazi period on the one hand a more and more exact definition for the “ideal city” was elaborated, on the other hand the power of the state government grew absolutely and came in dissent with the original communal orientation of urban planning. However the big project of a centralized planning regulation stayed incomplete because other tasks (warfare) have had priority. After 1945 the reinvigorated democratic forces prevented the direct resumption of the already started planning law reorganization and implemented a democratic approach into the legislation. The West German Aufbaugesetze in the 1950ies procreate the split disposition between authoritarian and democratic approaches concerning the configuration of planning law. After a long during debate the project of a central planning law in Western Germany became accomplished in 1960 (Bundesbaugesetz) and 1962 (Baunutzungsverordnung) and was celebrated as a balanced kind of democratic urbanism.

In my paper I cast a deepening glance at this history. My study is projected as an epistemological analysis, as a historical and critical investigation about the origins of modern urbanism and planning law. The birth of the German law is an enduring process until today; my study is about a living object. The planning law as “sedimentation of power” based on routine; to examine the history of planning law means to reveal the “forgotten origins” (Laclau 1990; Butler 1997). The institutionalization of urbanism leads in many cases to the oblivion of its roots, to the suppression of its contingent traces and to the elimination of possible alternatives. The goal of my analysis therefore is to reactivate a debate about the basic possibilities of planning law with the aid of an epistemological reconstruction of its history and the revealing of its political nature.

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Bringing Central Regulation and Local Governance Interaction Together: the Case of the Markermeer-IJmeer Natura 2000 area

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Keywords: Natura 2000, contextualisation of regulation, governance, soft spaces

As part of a research project on the local contextualisation of central regulation funded by the Dutch organisation for scientific research, this paper draws attention to a case in which Natura 2000 regulation, problematic ecological conditions, governance congestion and the aim to develop large urban projects are to go hand in hand in the soft space of the Amsterdam metropolitan area. The key interest is how central regulation is interpreted and bended to fit local interactive patterns.

The case centres around the ecological system of the Markermeer-IJmeer (a 30 by 30 km lake in the centre of the Netherlands), a Natura 2000 site which experiences a negative autonomous trend. Also the area is subject to significant metropolitan pressure. Traditional Dutch approaches to compensate nature for each and every individual urban development project do not work under these conditions. An alliance of public and private stakeholders therefore coined the innovative concept of developing a robust ecological system for the area that would go far beyond the minimum ecological requirements of Natura 2000. In this way the system ought to create room, literally and figuratively, for further urban development in the area.

After addressing attempts to get support from over 80 different stakeholders, to keep the project on-going by means of meta-governance and the various technical, financial and in particular legal uncertainties surrounding the concept, the paper analyses how Natura 2000 regulation is being interpreted and bended to meet local patterns of interaction.

From a legal perspective uncertainties rise in relation to the implementation of the robust ecological system and whether this approach, whose main promises lie in the future, can be referred to in legal procedures asking to compensate for urban development. Parallels will be drawn to the programming approaches, as adopted in the context of air quality and nitric oxide. The behaviour of key actors, such as two provinces, two ministries and the European Commission who all of particular interests in relation to this the Natura 2000 legislation is a key interest

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SESSION 15-3 Law of Citizen and Community Involvement

How Relevant and Appropriate is the Regulatory Regime for the Planning and Development of Water Resources in Taiwan?

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Keywords: regulatory regimes; water stability; public participation

A research study into how to ensure the stability of water supply in a sub-region of Taiwan is exposing some important issues relating to the relationship between regulation and planning policy. Major challenges exist in securing the provision of water from the rural areas to the expanding urban areas, including in the creation of new reservoirs.

The first issue is to acknowledge, consult and involve a wide range of stakeholders, including the local indigenous population as well as urban, downstream recipients of water and the various authorities. Each has different goals from the complex and radical changes brought about by: climate change (increase in typhoons, landslides, water shortage); relocation (new housing) of populations from flooded areas for reservoirs; geo-technical issues relating to water stability; use of the new inland water areas (e.g. fishing, recreation); use of surrounding land (tree planting, new crops); economic impact of land use change, including new economic opportunities (e.g. tourism). Each objective brings with it a set of regulations, some of which conflict with planning policy and with which local people find hard to comply. There is a view that regulations are so complex and multiple, that they are ignored, and so it becomes difficult to create and implement integrated local and sub-regional plans. There is a fear that this will create a poorly regulated environment, which could have major impact on the stability of the water supply.

These problems typify the conflict amongst stakeholders in planning, but for this paper, it is interesting to examine the approach to regulation in Taiwan. Assuming that regulation is a vital component of good planning, ways of persuading different stakeholders to adopt various restrictive regulations have emerged as a major issue in the project. This paper adopts the village of Dapu as a case study, which, located adjacent to a reservoir, illustrates how principles of zoning are applied without much reference to the possible conflicts from regulation and policy. These include residents' needs and wants – housing/culture/livelihood/history/tourism/economic activity versus ecological conservation and water stability. How relevant and appropriate is the regulatory regime for the resolution of these issues?

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A New Planning System in New South Wales, Australia. Can We Legislate for Effective Community Engagement?

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Keywords: relationship between central government control, local government and markets, public participation, local statutory plans.

A new State Government was elected in NSW in March 2011, on a platform of returning local planning powers and decision making back to local governments and communities. It also promised a new planning Act for NSW within two years of election. A 'Green Paper' setting out the broad principles for the new legislation was exhibited for public comment in July 2012. The Green Paper promoted four fundamental reforms to the planning system:

- Community participation as an integral part of making key planning decisions, but with a focus on strategic planning decisions;
- Evidence based strategic plans as the focus of planning effort and community engagement, rather than the current focus on individual development proposals and the processes around determination of development applications;
- Streamlined development approval processes, with a shift to performance based development guidelines and code complying/code-assessed development;
- Genuine integration of planning for provision of infrastructure with the strategic planning of land use.

Key concerns raised through public exhibition were:

- The government's stated aim for the new system – to facilitate economic growth;
- The difficulty of engaging communities in up-front strategic planning;
- Local statutory plans will be over-ridden by proposed Regional Growth Plans (prepared by the State), Subregional Delivery Plans (prepared by Regional Planning Boards appointed by the State) that can zone land for key centres and growth corridors across multiple local council areas, and Strategic Compliance Certificates, which would allow 'prohibited' development to proceed if it was 'consistent with agreed strategic planning objectives', or if the broad strategic planning was not yet complete but the development was consistent with new State Planning Policies, which will articulate the State Government's position on major planning issues – including housing, employment, mining, coastal planning and conservation;
- Streamlined, code assessed development processes, consistent with agreed strategic planning outcomes, will mean that communities will actually have planning powers removed from them. They will have less say in the development that occurs in their communities, especially if they are not effectively engaged in the up-front strategic planning.

The 'White Paper' (draft legislation) currently being prepared proposes embedding community consultation into the new legislation – through a 'Public Participation Charter' requiring an 'appropriate' level of community participation in plan making and development assessment.

The central themes of this paper are:

- the inherent difficulty of legislating for community participation in strategic planning: and
- translating broad strategic planning outcomes into meaningful and effective local controls – delivering State imperatives while giving local communities a say in what happens in their localities.

The relationship between central government control, local government and the role of public consultation in shaping public policy will be explored. Links to planning theory – theory of planning as

opposed to theory in planning; meta-planning (Faludi, 1973) - the problem of devising and implementing major reforms in existing institutions.

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Marginalising Indigenous Peoples: A Comparative View of the Response of Land-use Planning in Australia and New Zealand

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Keywords: indigenous peoples, planning, disempowerment.

Planning practice in Australia and New Zealand struggles to accommodate the needs of the Indigenous people of those two countries. Whilst the approach of land use planning law and practice in each country is markedly different, the Indigenous disempowerment remains markedly similar. The genuineness of existing recognition of Indigenous rights to (and use of) land in each country when tested against the respective land use planning regimes is clearly problematic.

This policy failure suggests settled planning law and practice will need to be revisited to ameliorate the continuing collision with Indigenous settlement needs. Sadly, the failure of Indigenous settlement policy in the light of flawed law and practice has evidenced a significant and intractable failure in Indigenous health policy, which arguably is derived from the problematic settlement policy.

This paper reveals that as knowledge about planning law and practice is gained, accepted truths regarding the capacity of such land use management tools to accommodate Indigenous rights to land (and the traditional use of such land) is only a partial and incomplete vision.

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Defining the Ideology of Public Participation: 'Democracy', 'Devolution', 'Deliberation', 'Dispute Resolution' and a New System for Identifying Public Participation in Planning Law

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Keywords: public participation, planning law

The need to include processes for public participation and involvement has long been accepted as a crucial element in the design of laws dealing with environmental and planning decision-making. Yet, across the world, processes for including public participation in environmental and planning laws have been criticised for failing to exhibit the hallmarks of genuine participation, with claims that opportunities for public participation are included in form, but not in substance.

Recent planning law reforms in the UK and in Australia have continued the rhetorical endorsement of public participation as a crucial element of an effective statutory planning system. This paper will critically analyse the meaning and purpose of public participation in the context of UK and Australian planning law. Public participation in planning law will be presented as an 'ideology' which can be separated into the following elements: democracy, devolution, deliberation and dispute resolution. The paper will then apply these elements as the basis of a systematic framework to explore the extent to which the ideology of public participation is genuinely evident in recent reforms to planning law and policy in the UK and Australia.

SESSION 15-4 Negotiated Regulation, Planning Law, and Takings

Agreements between Developers and Local Governments: A Strained Relationship between Planning Law and Practice

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Keywords: planning law, negotiated development, project-led planning

Among advanced-economy countries, there is a consistent rise in the use of negotiated agreements between planning bodies and private developers in order to secure the needed public services and environmental amenities. This trend reflects the changing relationship between regulation and market, plan-led and project-led planning. Local governments are increasingly finding it difficult to supply public services from taxation revenue alone. This trend seems to hold despite the differences in governmental system, planning systems, property rights regimes, land-taxation, and rules of judicial review.

However, the legal backing for development agreements often falls short of the needs. The arguments voiced against development agreements are quite uniform across national jurisdictions: "zoning for sale", skewing of "pure" planning considerations, rise in housing prices, uncertainty for developers, and opportunities for corruption. Yet the lack of systematic comparative research leads many policymakers and lawyers in each country to assume that their problem is unique.

The paper will first present a conceptual framework for mapping out different types of developer obligations along several dimensions. This framework will provide an overview of the potential types of clashes between law and practice.

The paper will then address the tensions between law and practice regarding development agreements in selected countries.

On the legal side, the paper will analyze the attempts in selected countries to provide a legislative anchor for development agreements, usually halfheartedly. Even where explicit legislation exists, it may not capture the full spectrum of agreements negotiated in practice. The attitudes of the courts may fluctuate over time. Local governments are thus forced to walk a tight legal rope.

On the practice side, I will report on findings of research in progress (with Hava Erlich) about the extent of reliance on development agreements in selected countries. The empirical research analyses a random sample of planning permission decisions in selected countries.

The conclusions will harvest the comparative findings for insights that may be shared cross nationally. If the problem is approaching universality, perhaps it's time to share lessons about the gap between law and practice.

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A Comparison of Density Bonus Policies in Two Canadian Cities: Toronto and Vancouver

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Keywords: land value capture, density bonuses, housing intensification

Despite the great recession and the impact that it has had on housing markets and urban development in many countries, there has been significant development in a number of Canadian cities over the past 10 years. This has been especially true in the Toronto and Vancouver that have experienced significant high density condominium development. Both of these cities have used density bonusing polices when rezonings have been applied for as a method to capture the increased land value created by the rezoning. These policies have been used via cash or “in kind” contributions for the funding of public/community benefits. Toronto applies Section 37 of the Planning Act and Vancouver uses Community Amenity Agreements.

The objective of this paper is compare the application of density bonusing policies in the cities for Toronto and Vancouver to gain better understanding of the approaches undertaken in these two vibrant Canadian markets. In both cases there have been critiques and criticisms of the applications by several interested parties. The policies will be analyzed in terms of transparency, equity, accountability, complexity of the process, the ability of the policy to provide community benefits and the legislative basis

The paper will conclude with recommendations regarding how the polices may be revised to improve their performance according to the criteria used for their evaluation.

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CBA's, an Approach for Dutch Planning?

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Keywords: community benefits agreements, contracts, citizen involvement, the Netherlands

Community Benefits Agreements (CBA) are an US-based approach for value capturing that directly involves communities in development projects. CBAs are development contracts signed by interest groups and a real estate developer. A CBA contract requires the developer to provide specific amenities and/or mitigations to the local community or neighborhood, in exchange for public support of the development project. Public planning authorities are only involved in them in a controlling or facilitating role they are not directly involved as negotiators.

In the Netherlands, a CBA could be a tool to promote negotiations between groups of citizens and developers (and architects), putting the local government in a more controlling position instead of the position of negotiator.

Although CBAs come with various caveats, the instrument might be of interest to Dutch planning practice that recently took a turn to a more demand-oriented, end-user involvement approach of development project. Some characteristics of the Dutch planning practice may even favor the implementation of the instrument as Dutch local governments have a strong (sometimes over-dominant) role in planning; Housing Corporations are strong players on the affordable market; Institutions like pension funds and some developers that take a long (-er) term approach to the profitability of projects are key-players in planning; There is a strong tradition of citizen involvement and negotiation based policy making; The legal system uses specific performance as a default principle, which would make it more unlikely that obligations will be replaced by damages.

The aim of the paper is to determine conditions under which the CBA would be a useful new instrument for Dutch planning. After demonstrating/ the scope for an instrument of CBA in the Dutch planning context, the paper will provide some background on the nature and possibilities of the instrument, substantiated by case-experiences in the USA. Based on the USA material, combined with literature review and an assessment of the potential of this instrument in the Dutch context, it will be analyzed if CBA's could work in Netherlands and if so, what conditions are needed for its implementation.

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Use of Conservation Covenants and Agreements in Land Use Management: an Australian Perspective

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Keywords: conservation, regulation, land use, covenants, agreements

Covenants are one set of tools at the disposal of planners to manage urban growth and other land use change, which can facilitate the protection of natural and built environment resources such as biodiversity, scenic landscapes, agricultural land and heritage values. The objective of this paper is to examine the use of covenants and statutory landholder agreements for conservation and urban growth management purposes. A specific focus is on the application of conservation covenants and agreements in Australia.

Context to the paper is provided by a brief consideration of the land use management tools available to planners, with a study of 'command and control' regulation based on statute on the one hand, and common law, private agreement and market-based mechanisms on the other.

The central theme or hypothesis of this paper is that, although having their origin in the common law, tools such as covenants and easements continue to have an important complimentary role to command and control regulation in contemporary planning and land use management. Indeed, a robust and mature planning system needs to utilize a range of tools, as this paper seeks to demonstrate by examining the interplay between covenants, regulation and statute.

After reviewing the use of covenants prior to the rise of planning and building regulation through statutes and the rise of command and control regulation, the contemporary use of covenants – both in their own right and in conjunction with other mechanisms (such as transferable development rights) – is examined. Focus is directed on the express use of covenants in land use management and conservation, i.e. the notion of conservation covenants, with a fuller investigation of Australian application and case studies.

The on-going need for alternative or complimentary approaches to command and control regulation is argued, and the blurring of statutory and common law/private agreements/market-based instruments in the context of contemporary regulation of land use is identified – providing further evidence of the developing hybrid model of 'smart regulation'.

The paper seeks to contribute to the growing body of international and domestic (i.e. Australian) literature on planning mechanisms and approaches. In advocating the advantages of smart regulation, it is reflective of the changing nature of planning practice, and hence the need to instruct planning students in the array of tools at their disposal as future practitioners.

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SESSION 15-5 Planning, Law, and Water

Comparative Analysis of State Level Water Supply Planning and Demand Management Legislation

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Keywords: water supply planning legislation, water conservation, sustainable commons management

In this era of more prolonged and deeper droughts in heavily populated and growing areas throughout the United States (IPCC 2012), the need to wisely allocate and prepare for the possible diminishment of the remaining supply is paramount. While utilities previously conducted the majority of the water supply planning and water efficiency incentives, land use planners and watershed coalitions are increasingly involved with both, as the complexity of shortage and environmental problems for new urban growth increase. Arguably, water supply planning and demand management mandates to encourage this planning best correspond to the allocation authority already established through state-level water laws and policies. As indicated in the planning literature, local and county-level planning and policies are heavily influenced by state mandates, whether for natural hazards, land use, or coastal management (Burby and May 1997; Dalton and Burby 1994). States have, to varying degrees, mandated water supply planning over the last few decades. But with increased scarcity across the country, states are starting to turn to water conservation mechanisms.

With this proliferation in conservation legislation and state-level water supply planning mandates, there is a need to examine their coverage and potential for local and watershed-scale level effectiveness. This research conducts a comparative assessment of the state level legislation that is beginning to mandate water supply planning and water demand management (and linkage with land use planning, in some circumstances), examining their elements for consistency with the theoretical framework for effective planning mandates established by Dalton and Burby (1994), as well as their enabling of critical conditions that promote sustainable commons management (Agrawal 2003). The findings reveal significant variation across the country, and have bearing for future legislation in states considering mandates, as well as amendment of the existing laws in states that have already embarked on regulation. Ultimately, water supply planning and demand management should be made more efficient and sustainable, and a baseline of state legislation will be established for future assessment.

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Spatial Water Planning: German and Dutch Water Law and Modes of Governance

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Keywords: water management, modes of governance, water law

Water management water managers are no longer expected to just manage water bodies and its embankments (Hartmann & Spit 2012). Recently revised water laws in the Netherlands and in Germany increasingly introduce planning instruments complementary to traditional regulations and project-oriented instruments. So, instrumentally, water management enters the arena of spatial planning and becomes spatial water planning.

In analysing Dutch and German water law, this contribution investigates different steering mechanisms provided by the laws. Since December 2009, the new Dutch Government consolidated eight water related individual laws in one water act, aiming at a comprehensive management of water and improve the relation between water policy and spatial planning (Helpdesk Water 2012). Also the German Federal Water Act has undergone a major reform in 2009. It implemented European legislation but also strengthened and improved the law (German Bundestag 2009). What are the steering approaches in these two laws and how do they interfere with spatial planning? We analytically distinguish plans, regulations, and project-oriented instruments as different categories of steering approaches, which each pursues an own rationale:

- Plans (and programmes) are meant to determine a comprehensive vision of space; planning processes often emphasize balancing and bargaining between different interests. The rationale of plans can thus be regarded as balancing and collaborative.
- Regulations prescribe concisely what is allowed and forbidden in certain situations. The rationale of regulations is command and control.
- Projects are suited is to implement measures for particular cases. Projects ask for specific plan procedures. Its rationale is one of individual problem solving.

Using the three analytical categories, it is shown in this contribution how traditional water management instruments of regulation and projects are complemented by plan instruments. It is discussed how water management enters with this change the arena of spatial planners, and how this ask for new modes of collaboration between spatial planning and water management.

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Mental Models and Coastal Processes: the Public Understanding Science, and Scientists Understanding the Public

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Keywords: coastal hazards, public participation, mental models

Over the last century in the United States, ocean front development has grown rapidly. Now, with accelerating sea level rise, many coastal communities are experiencing shoreline migration that threatens businesses and homes. Many coastal scientists assume that if residents were better informed about coastal processes, then they would make better decisions (see, e.g., Bush 2004). However, a standard education model fails to recognize how people use mental models to make sense of the world and how mental models can be very place specific. Mental models are imaginative structures that people use to interpret observations, make judgments, and resolve problems (Thompson 2004; Jones et al. 2011). People use mental models to judge the veracity of other people's statements, including scientists. This paper utilizes a case study from coastal Rhode Island to demonstrate how mental models analysis can be used to identify areas of misunderstanding and causes of mistrust between residents and scientists that occurred during public meetings over how the state and local governments should respond to coastal erosion. Unless one understands how people conceptualize an enviro-cultural system, it can be difficult to successfully design educational materials that will motivate responsible behavior. Thus, understanding mental models can enable the development of more effective communication and decision-making. Indeed, in this case study, there were components of the scientists' mental models that were largely missing from the mental models of the residents. Quite importantly, though, many of the residents' models also included components that were missing from the scientists' models and that provided competing explanations. The additional components were a source of disagreement and distrust. Because the scientists were unaware of the additional components, they did not try to correct these faulty components of the residents' models. Moreover, because the scientists never addressed components that residents thought were important, some residents opined that the scientists were either disingenuous or incompetent. Thus, mental models analysis uncovered avoidable sources of conflict.

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Optimizing the Organization Models of Control Lines in Chinese Waterfronts

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Keywords: waterfront, blue line, green line, red line, organization models

There is no special law or regulation to guide and control the waterfront development in China. Such development only can obey the general laws and regulations from state to city. Blue Line (the control line for water protection area), Green Line (the control line for urban green space), Red Line (the control line for building, road and bridge, etc.) are three main control lines in waterfront development. There always show the parallel strip layout of these three lines in Chinese waterfronts, which results in the tedious strip layout of green space, road and building. It cannot satisfy the multiple developments of riverfronts, multiple utilizations of water resources in the urban center waterfronts.

It is necessary and urgent to optimize the organization of control lines and discuss the multiple organization models so that the flexibility of waterfront layout can be increased, the comprehensive utilization of waterfront land can be fulfilled, and the form of waterfront area can be enhanced. Meanwhile, it is also important to formulate the special waterfront law or regulation, encourage the effective intervention of urban design, and strengthen the cooperation among different bureaus and specialties, which will promote the implementation of multiple organization models of control lines.

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SESSION 15-6 Reform of Planning Law Administration and Process 1

Legislation and the Challenge of Planning Organic Transformation: the Case of Buiksloterham in Amsterdam, Netherlands

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Keywords: mixed-use development, planning and law, contextualisation of legal rules

Urban development projects are confronted with a significant body of rules. There is a general notion, that legislation is too detailed and limits development. The complexity of environmental law directs all the energy of a development project into the compliance with the rules than into spatial and environmental quality, resulting in negative energy. Urban development projects focus negotiation, exchange and cooperation – in short interactive governance – to find innovative and context specific solutions for collective action. The two steering philosophies of legislation and interactive governance often clash and do even more so, if legislation is not limited to standards to protect certain principal qualities, but also contains many instrumentalist clues about how the standards should be met, which are often perceived as hard and inflexible (Van Rijswijk and Salet, 2012). In practice this often leaves little flexibility for local interpretation and innovative spatial solutions, in particular mixed-use developments.

This problem is investigated in a case study of the innovative urban transformation project Buiksloterham in Amsterdam, the Netherlands. The Dutch system of centrally steered, large-scale integral urban development projects shows serious cracks, not only due to the current financial and economic crisis in which banks are reluctant to finance high-risk projects, but also due to the emergence of mixed-use redevelopment projects, which require a more organic, step-by-step approach. The Buiksloterham project has been one of the first projects in the Netherlands to experiment with a new style of urban development over the last years. For instance, there is no master plan but only a map with the so-called rules of the game that facilitate investments.

The research reveals that the current planning and environmental regulation is ill equipped to deal with this new type of organic transformation projects. Regulation is often aspirational (Fuller, 1964) and instrumentalist with as a result bureaucracy but not better spatial quality. The paper will discuss the innovative potential of contextualising legal norms as to achieve better legal rules and higher spatial quality.

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Uncertainties, Oligopolies and the Unexpected Ways in which the UK Planning System is Holding Residential Development Back: Tales from Cyprus and Hong Kong

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Keywords: uncertainty, UK planning system, housing provision, betterment

It is a long established tradition for every Conservative government that comes in office to brand the planning system as a major obstacle for economic growth. Thus current government thinking predictably identified the planning system as a cause of the collapse in housing production since 2008. This paper recognises that high household debt and leveraging combined with static if not dropping incomes for the majority of the population may go a long way in explaining the dismal conditions in the UK housing market. Even when these demand side issues are taken into account however, the comparatively low dwelling production per capita in the UK during periods of economic growth where household credit was expanding remains a phenomenon worthy of further inquiry. The hypothesis in this paper is that the high levels of uncertainty created by the development rights allocation process in the UK combined with the oligopolistic, and sometimes monopolistic, structure of the land market can be key to explaining the underperformance in housebuilding.

The paper looks at the historic development of the UK planning system and identifies the Uthwatt Report and the 1947 Act as a key juncture which resolved the issue of betterment and compensation but arguably led to a planning system whose effectiveness relies on case by case negotiations between a state monopoly and private oligopolies under conditions of uncertainty. The paper then looks into the way development rights are allocated as well as the land ownership structure and institutional arrangements in Cyprus and Hong Kong. Both countries have been exposed to the British administrative and planning culture, significant elements of which they have adopted. However, the way the three countries deal with the allocation of development rights and land ownership differs significantly between them. Based on the insights gained from this comparative research the paper argues in favour of a radical rethink both of the UK planning system and of the institutional arrangements related to land ownership.

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Planning Appeals: Independence, Impartiality and the State

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Keywords: planning appeals, transition, review, independence

In Northern Ireland, England and Wales the issues of devolution and decentralisation are bringing about significant changes for planning and environmental governance. This paper explores the relevance and value of independence and impartiality in effective decision making, focusing upon the value of having an independent review body for planning decisions through a comparison between the Planning Appeals Commission (PAC) in Northern Ireland and The Planning Inspectorate (PINS) in England and Wales. The PAC was set up in Northern Ireland as a fully independent appellate body, established under statute; to deal with a wide range of land use planning issues and in England and Wales PINS comes under the aegis of the Office of First Minister and Deputy First Minister.

Ensuring that the public interest, rather than private interest, was the key consideration for decision-makers was the foundations on which the modern planning system was founded upon. The right of an appeal is intended to provide an independent and impartial tribunal required by law and this means that the 'state' can act effectively as an arbiter in a neutral manner, reflecting one of the core argued roles of the planning system (Rydin, 1998).

PINS's objective is noted as 'to be recognised as applying policy consistently and authoritatively', whereas the PAC's role has been to 'independently interpret and frequently depart from planning policies adopted by DOE (NI)' (Turner, 2006, p.82). Northern Ireland is currently in a state of flux with the ongoing process of repatriating planning powers back to local planning authorities through the Review of Public Administration (RPA), though the PAC will remain as an independent body; separate from government. Conversely, PINS has, rather than being challenged on its role and relationship with government, been given greater decision making powers and has increased responsibilities after absorbing the previously independent Infrastructure Planning Commission (IPC). This suggests that national level decision making is being brought closer to central government with an associated reduction in independence and democratic accountability within the review and decision making process.

The paper will present and identify the potential implications of the current appeal arrangements in place in Northern Ireland and England in relation to the question of independence, and the associated considerations of performance, delivery, reputation, impartiality, legality and philosophical stance. The paper will also point towards the potential need for change in the structural approach and arrangements of the two systems.

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SESSION 15-7 Reform of Planning Law Administration and Process 2

Effective Legal and Administrative Framework for a Resilient Built Environment for Cities in the Developing World: A Case Study of Delhi, India

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Keywords: building regulation, planning legislation, developing countries, Delhi

My proposed paper will discuss the legal and administrative framework for development regulation, and present the case study for making building byelaws work in the City of Delhi in India. The development regulation system in Delhi is stressed, with large amounts of unauthorized construction and a large proportion of the old building stock in the unauthorized domain that is vulnerable and unsafe. Regulations are perceived to be outdated, rigid and complicated and roles of professionals involved in the building industry are not clearly defined. Authorities have low capacity for enforcement, and procedures are lengthy and complicated. Critical issues such as seismic safety, heritage conservation, access for the disabled, urban design, and redevelopment have been ignored in planning and implementation. Moreover, the regulations do not correspond to the statutory Master Plan or the ground realities.

My paper will discuss the comprehensive reform of Delhi's development regulation system undertaken over a period of two years with support from the USAID FIRE-D Project (Financial Institutional Reforms and Expansion project). The broader objectives of the process were to increase the scope of development regulation to improve public safety, build resilient building stock and a safer built environment, and reinforce a culture of compliance. The structural reform process consisted of several stages including a review of legal and institutional frameworks and defining a set of strategies and policy improvements: framing a legislative agenda, framing new procedure byelaws, building performance and planning regulations, prepare detailed local area plans, involve professionals in ensuring compliance, and amend the municipal legislation to implement the above. Another objective was to decrease the prevalent rent-seeking behaviour within the system by bringing in increased self-regulation by engaging the professionals actively and creating incentives for compliance to building regulations.

These issues are not unique to Delhi, and are prevalent in several cities of the developing world that have grown organically over centuries with little planning intervention. They face immense challenges in trying to introduce a culture of compliance and strengthen regulatory systems where none have existed before. My paper will present a case of comprehensive reform of the development regulation system in Delhi which provides valuable learning for similar large cities in the rapidly urbanizing developing world. Specifically, it provides interesting insights on systemic improvements that are required to build resilient cities, as well as benefit planning practice in developing countries in general.

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Evidence-based Sign Regulation: Regulating Signage on the Basis of Empirical Wisdom

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Keywords: performance zoning, signs, commercial speech

The ability to succeed as a business is often dependent upon the ability of customers to find the business location and to attract “impulse” business by pass-by traffic. Business owners rely upon signage to attract customers to the place of business and to promote awareness of the business to pass-by traffic. This type of signage is referred to as on-premise signage as the signs are located on the same property as the business they are associated with. Studies have found a strong link between the presence of on-premise signage and the success of a business. On-premise signs can take many different forms, from smaller wall or store-front signs located on a wall or façade of the building to large pole signs that are high enough to be seen from a long distance. The wide range of appearances for on-premise signs has led some local agencies to establish local sign codes or ordinances to regulate on-premise signs. These sign codes take a variety of forms, presenting various methods of regulating the location, size, and other features associated with on-premise signs. Such sign codes are often developed at the local level and may rely more upon the aesthetic preferences of those developing the codes in setting the parameters for new signs rather than scientific evidence.

With the adoption of the standard planning and zoning enabling legislation in the early 1900s, local government policy has typically been found to be legally defensible if it promotes the “general public health, safety, morals, and welfare” of a particular community. This standard is broad and has been used to justify a cacophony of local land use policies, including ordinances regulating signage. When called upon to review challenges to these regulations, courts find themselves attempting to discern if such regulations are arbitrary or capricious. Such findings are rare so long as there is at least some rational link between the proposed regulation and the problem it seeks to solve. Such determinations become more complex when they involve land use activities that are guaranteed some degree of heightened scrutiny as a result of constitutional protections, like those protected by the First or Fifth Amendment. This article focuses on the creation of evidence based standards for the regulation of signage, more particularly on-premise signs.

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From 'Urbanism' to Urban Ecology: the New Building Code and its Impacts on the Greek Urban Environment

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Keywords: general building code, building regulations, urban planning, urban sustainability

Spatial planning in Mediterranean countries has a distinct tradition with a strong architectural flavour and concern with building control, while regulation has been undertaken through rigid zoning and codes. Usually, there has been no provision for an elaborated process to secure general public support, or attain great political priority. As a result it has been less effective in controlling development.

Greece is a typical example of the above. The constitutional level (legislation, codes) has been dominant, to the expense of policy making and implementation. Planning legislation, in turn, consists of planning laws –usually ineffective and restrictive- and building codes –which, in fact have been shaping up the urban environment for most of the last century. The present paper focuses on the General Building Code, its amendments, and their effect on the urban environment.

Since its initial introduction at the beginning of the 20th century, the code and its amendments have been the exclusive legislative framework which reflected the impact of the various historical phases and their components on the built environment. The interaction/inter-influence of the General Building Code and the urban environment in Greece will be analyzed in the first part of the present article.

The beginning of the 21st century signified a general change towards managing of space through the development of systematic hierarchical plans, in accordance to sustainability principles. The last part of this article describes how the above changes were also reflected in the last amendment of the Greek General Building Code of 2012. The new code signifies an important diversion from the previous ones. It downgrades the up-to-now used models of urban areas defined by land use zones, and focuses in sustainability objectives and in new parameters stemming from urban ecology. There is also introduction of innovative planning tools meant to be used for achieving the above. The present article will describe these tools, it will analyze their potential to achieve its objectives under the conditions of the economic crisis in Greece, it will compare their use and their possible effect on the built environment with the equivalent ones of the previous codes, and it will attempt a first assessment of their use during this short period after their introduction.

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Planning Policies and Regulations that can Reduce the Practice of Private Sector Property Abandonment in the U.S.: The Case for Michigan

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Keywords: abandonment, planning regulation, deconstruction

Many communities in the U.S. have suffered population loss and decline for several decades. This population loss and economic decline has resulted in widespread residential, industrial, and commercial abandonment. The pattern of abandonment that we see in many communities we contend is in a large part due to current land ownership policies that allow landowners to literally “walk away” from their privately held parcels and burden the public sector with the cost of blight removal. This flood of abandonment and subsequent blight has left communities with a large number of vacant properties and limited public resources to rehabilitate or commission deconstruction. This paper examines the feasibility of adopting public planning regulations that would require private sector entities to secure financial instruments (ie. insurance and guarantee bonds) on newly constructed commercial and industrial structures. These instruments would ensure that at the end of a structure’s useful life financial resources to fund the deconstruction of the structure would be available, thus ending the current practice of private property abandonment and alleviate the hardships placed on a community to finance the removal of blighted structures. These regulations have the potential to correct the inherent inequality and imbalance the current system of private property abandonment which places the cost of deconstruction on the general public rather than the owners/customers of a specific product or service. A variety of precedent setting policies and practices that seek to mitigate the cost of rehabilitation/abandonment of private sector structures and activities (mining, oil rigs, cell towers etc.) will be examined. The research paper identifies current practices that use a system of financial assurance to ensure funding for deconstruction, their enabling legislation, their methods of operation, and concludes with policy recommendations that may be adopted to transform the current pattern of private property abandonment.

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PANEL 15-2 International and Comparative Perspective on Land-use Planning and Regulation

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The vast majority of countries across the globe today have laws regulating land use. These laws vary greatly, but they bring about one universal dilemma: How to deal with the shifts in land values inevitably caused by land-use regulation (Alterman 2010)? The answers given to this question in different countries and at different historic moments depend partially on statutory conceptions of land and property rights, including the extent to which private land-ownership rights translate into land-development rights (Lora-Tamayo Vallve 2002).

Over the last couple of decades, there have been several noteworthy attempts to compare land-use and planning laws and their impacts on land values and urban development patterns in a comparative context. Examples include Cullingworth (1993), Newman and Thornley (1996), Nivola (1999) and Alterman (2010). Yet, scholars continue to note that comparative knowledge of the basic principles and assumptions of land-use laws is scarce to the point that practitioners (and often scholars) in one country feel bewildered by the laws of another (Schmidt and Buehler 2007, Hirt 2012).

This roundtable seeks to enhance comparative understanding of land-use planning and regulation in different parts of the industrialized world. Basic contrasts to be discussed include: the fact that the public sector intervenes much more actively in the construction of urban space in some countries, whereas in others it relies primarily on regulating the actions of the private sector; the fact that the ratio of public-to-private ownership of urban land, real estate and means of production is very different in different countries; the fact that in some countries, governments retain vast discretionary powers while in others their actions are strictly constrained by constitutional and other limitations on government power. In addition, land-use regulation in different countries is practiced at different government levels and the tools of land-use control vary widely (e.g., zoning, impact fees, exactions, value capture, land acquisition, etc., are employed differently).

The roundtable focuses on the broad historical, philosophical, legal and institutional factors that may help explain some of these differences. The focus is on the following countries: Germany, Israel, Spain, Sweden, Switzerland, Israel, UK and USA.

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PANEL 15-2 International and Comparative Perspective on Land-use Planning and Regulation

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The vast majority of countries across the globe today have laws regulating land use. These laws vary greatly, but they bring about one universal dilemma: How to deal with the shifts in land values inevitably caused by land-use regulation (Alterman 2010)? The answers given to this question in different countries and at different historic moments depend partially on statutory conceptions of land and property rights, including the extent to which private land-ownership rights translate into land-development rights (Lora-Tamayo Vallve 2002).

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SESSION 15-8 Planning Law and Spatial Analysis

Climate Change: Understanding the Phenomenon and Finding Answers from a Spatial Planning Perspective

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Keywords: spatial planning, climate-sensitivity

Climate change is a cross-cutting phenomenon that falls into the theoretical and practical concerns of many disciplinary domains ranging from natural to social sciences, engineering, spatial planning, architecture and administrative sciences. It is a fundamental challenge to sustainable development; thus combating it actually serves for the attainment of sustainability goals, in that it has environmental, social and economic impacts.

In any country, climate adaptation and mitigation require simultaneous action in two channels; namely both national and local governments have critical roles in combating climate change. National governments have a major role to reduce emissions of carbon and other greenhouse gases; while local authorities, as local decision-makers and providers of services, also have significant functions in emissions reduction at local level.

Planning can be an effective tool both for national and local governments in their emissions reduction targets in a variety of spatial scales. With regard to its spatial scale, the scope, content and form of the plan would definitely vary in handling the climate change phenomenon: For instance, while a strategic spatial plan would define a larger framework for action at regional and metropolitan scales, a neighborhood-level plan would describe the shape and distribution of greenery, even the type of plantation. It is important to take note that whatever the spatial scale is, planning for climate change should involve a new approach in spatial plans, putting an emphasis on energy efficiency, green infrastructure and sensible use of resources.

There are many successful efforts across the world, both from the academic and practical sides of the planning field, which show critical issues in plan-making for climate change. This study aims at reviewing them and producing a workable set of inferences for the Turkish planning system. The Turkish planning hierarchy comprises upper level plans (generally prepared at scales of 1/100 000, 1/50 000 and 1/25 000), and settlement level plans (at scales of 1/5000 and 1/1000). Current law on urban development does not give references to climate change, although it already has many principles for nature conservation, and these principles are reflected in the mentioned planning scales. Nevertheless, climate-sensitive planning is beyond resource conservation, and has its own vocabulary and content. The first part of this study will elaborate successful examples so as to understand this vocabulary and display the requirements for spatial plans so as to make them climate-sensitive. The second part, meanwhile, will introduce the plan hierarchy in the Turkish planning system, evaluate the climate-related content of the plan types, and produce suggestions with regard to the inferences portrayed in the first part.

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OSS and LDF: Spatial Planning Answer to the Resilient City

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Keywords: open space strategy, local plan, local development framework, spatial planning, National Planning Policy Framework

The paper examines the effectiveness of the new English Planning Framework in promoting and protecting the continuity of open space within the city.

The contemporary city is characterised by a veritable archipelago of inhabitants. If our final aims is the right for inhabitant to actively participate at the citizenship (equal civil, economic and social right) physical planning and urban design had to be generators and catalysts of place making, place identity, liveability and quality of urban space. The challenges and the uncertainties, at local and global level, force planning to implement a compact city model whit well connected open space.

In Great Britain, especially in London, is being implemented a cultural and administrative reform promoting this model through spatial planning and urban design. The investigation field is supplied by the different 32+1 Open Space Strategies OSS written by each Borough giving specific solution in term of design parameters on inhabitant differences (population, lack of deprivation, open space deficiency and standard, demand related to the everyday life...).

The paper will examine if and how the 32+1 Open space strategies are implemented in the 32+1 new local plans (Local Development Frameworks LDF / Local Plans) and in the masterplan. In UK they start again, using urban design, to interlace open space with services and residence at the local level, as was the local planning and urban design Anglo-Saxon tradition.

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Growth Dependencies in the Dutch Spatial Development System: the Challenge for a More Robust Institutional Framework

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Keywords: growth dependence, spatial quality, institutions

The Netherlands Council for the Environment and Infrastructure has been working on a report to the Minister of Infrastructure and Environment addressing the issues of economic growth, spatial development and spatial quality. The paper and presentation will be based on this report in which the council has analysed the institutional growth dependencies within the Dutch spatial planning and development system.

Many facets of spatial quality have increased immensely over the past few decades. From dynamic, mixed used neighbourhoods, to the amount of litterbins on the street, the level of maintenance of public spaces and numerous attempts to minimise the negative effects of new infrastructure projects by digging tunnels, underground parking places or placing baffle boards.

The analysis, based on interviews and expert meetings, is showing that the way in which we 'add' quality to the physical environment is largely economic oriented. By that we mean at least two things, which are interwoven (Stiglitz, Sen & Fitoussi, 2008). First, a comparative assessment between alternative spatial developments is almost always based on economic or monetary values. Secondly, spatial quality improvements are almost only achieved by investing extra money in the spatial development.

This system has two major drawbacks. First, several aspects of spatial quality can hardly be defined in monetary terms. Secondly, facing a severe economic downturn and demographic decline, quality improvements based on the need for extra money will be postponed or even cancelled. Especially because new spatial developments have been the driving force behind quality improvements, via demolition and new spatial projects, instead of improving or better maintenance of the existing neighbourhoods, real estate and infrastructure.

Future uncertainties ask for a robust system that will be able to cope with situations of growth and no-growth (Jackson, 2009). This new system might challenge the ways of measuring spatial quality and performing quality improvements, by considering spatial quality in a broader context. This paper introduces four new ways doing so.

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Multiple Dwelling and Environmental Sustainability

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Keywords: multiple dwelling, environmental legislation, coastal planning

Swedish planning and environmental legislation presupposes the idea of a sustainable society. The Swedish Parliament therefore adopted the Environmental Code in 1998. As one of the constituents the Code contains special provisions concerning land and water management in certain areas. These areas are of national interest in their entirety in view of the natural and cultural assets that exist there. The Environmental Code assumes that in such areas subject to resource conservation regulations, new vacation housing will be limited to infill, with no new land development. There is no such restriction for permanent housing. The legislation thus has a way of looking at vacation housing as a restriction and permanent housing as a driving force for development of the densely built-up areas in specific coastal areas. The Planning and Building Act has general instructions concerning the carrying out of buildings according to standard. A vacation house is legally regarded as simple and occasional; a permanent home is regarded as comfortable and exactly permanent. Still the Act does not interfere according to the use of houses. It is possible to live for a longer period in a vacation house. National registration can only be done in one municipality and the choice is not attached to housing standard, but is related to local tax paying. Spatial theory according to Lefebvre (Lefebvre, 1991) is used to discuss ideas in legislation and spatial planning versus actual development of multiple dwelling in coastal areas over time. Preliminary research and legislation as well as present comprehensive plans have been analysed from a discourse analytic perspective inspired by Laclau & Mouffe (Howarth 2000, Laclau & Mouffe, 2001). The result shows that the legal ambition to separate dwelling forms in order to maintain a polarization needed to carry out restrictions in the Environmental Code is unstable and ambiguous. An alternative pragmatic attitude within planning practice just keeps growing and is derived from actual use. The conclusion is that the present legal construction is not compatible with the idea of environmental sustainability and is brushed aside by the life style of today.

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POSTERS 15

Rights to Roam and Rights of Way: Public Rights over Private Land in Ireland

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Ireland has no statutory framework for recreational walking. Irish walkers currently have to rely on public rights of way and landowner acquiescence to cross land, yet such acquiescence can lead to private land becoming subject to the burden of a right of way. Competing “common goods” are in conflict in Ireland, that of walking the land, and that of constitutional protection from infringement of private property rights. Ireland runs the risk of being ‘left behind’ regarding recreational access to the countryside as Ireland’s neighbours have legislated to facilitate recreational access, or have long-standing traditions of liberal access to the countryside. Ireland’s countryside has been progressively ‘closing’ to the disadvantage of both Irish citizens and of visitors from abroad. This closure of the countryside is due to the extinguishment of rights of way and to an increasing reluctance of landholders to tolerate walkers crossing their land. Binchy (2005) points out that “Recreational users are not treated very generously by the legislation: they are regarded as having no greater rights than trespassers” (p1). Anderson (2007) notes that “The substantial socio-economic benefits that might be derived from the Irish countryside through the promotion of recreational walking and hiking are hampered by the lack of a clear legislative framework with respect to that ownership, occupation and exploitation of the land and paths upon which such activities are based” (p1).

The extremely local nature of the “public benefit” that resulted from the Walsh-Cassidy case regarding the rights of way at Lissadell (*Walsh and Cassidy v Sligo Co Council* [2010] IEHC 437) is examined. Ireland’s rural landscape and heritage is arguably one of its greatest sustainable resources. The substantial socio-economic benefits that would be derived from the Irish countryside through the promotion of recreational walking and hiking are hampered by the lack of any legislative framework with respect to the ownership and recreational use of the land upon which these activities are situated. The poster provides a preliminary illustration of and exploration into some of the issues that surround the potential provision of “right to access the countryside” legislation in Ireland, and illustrates the early work in a PhD research project.

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Rights, Riots, Resistance and Resilience: Covenant Day 2012 Conflict and New Institutionalism

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Keywords: New Institutionalism, institutions, conflicts, property rights

Public places are physical and social constructs comprising bundles of urban forms, architectural shapes and a variety of human interactions that, together, create the lifeblood of cities. Space has the ability to represent and limit people, cultures or identity, for example, which may then have latency for contests and conflict over the use, development and meaning of space. Potential conflict in, and over, public places can be further exacerbated by the institutions that govern and shape people's behavior, raising questions for the inherent resilience of the public realm. It follows that the long term aspirations of spatial planning to create and manage stronger and more resilient cities, must take account of how public spaces are managed.

Following a brief outline of the contested concept of resilience, this paper uses New Institutionalism to interpret the events of 'Covenant Day', September 28th 2012 in Northern Ireland. The parade was to mark the 100 year anniversary of 'Ulster Day' which was the symbolic mass response of Ulster men and women to their perceived threat of home rule with the signing of 'Ulster's Solemn League and Covenant'. The parade was the biggest policing operation in Belfast in 20 years (BBC News N.I., 2012), due to the 30,000 participants and the highly political nature of the commemoration.

New Institutionalism presents an integrative appreciation of law, economics, social sciences, politics, and its interpretation of institutions and property rights has become increasingly useful in appreciating the planning, design and management of public spaces. In particular, it allows insights into the scarce 'commons' of public places within urban areas. Specifically, it offers the potential for the examination of "*the role institutions play in reducing uncertainty in human interactions*" (Pejovich, 1997:93). It could be used as a mechanism to explain current and historical actions. It will be argued that a relatively more sensitive interpretation of the management of the commons is integral to concepts of public spaces in a resilient city.

The paper analyses conflicts over space during the '*celebrations*' of 'Covenant Day'. The argument incorporates an examination of Williamson's (2000: 597) hierarchical model of institutions as a way to illustrate institutional ability to shape people's behaviour and decisions. The case study will demonstrate that the market level conflicts within Belfast were merely the inevitable result of long term embedded feelings of distrust and hatred.

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Conflicts Over Preservation Of The Built Heritage In The State Of Victoria, Australia: Analysis Of The Decisions Of The Civil And Administrative Tribunal

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Keywords: heritage preservation, conflicts, appeals, decisions

The preservation of built heritage is a confusing and conflict-laden issue in urban planning policy and decision-making. The rationale for preservation is most frequently based on mix of aesthetics, ideologies or particular historic narratives. Dealing with the resulting conflicts can therefore be particularly challenging for judicial bodies, given the lack of 'objective' criteria in resolving the issues, as compared with other decisions in urban planning.

There is currently very little knowledge about how conflicts in heritage preservation are resolved by the relevant judicial bodies. Given that conflicts are an irremovable aspect of planning and heritage preservation, research into how they have – and continue to be – dealt with may assist with future decision and policy-making.

Our work therefore seeks to contribute to an identified gap in previous research through a comprehensive analysis of heritage conflicts through the decisions of the Victorian Civil and Administrative Tribunals – the appeal Tribunal for planning decisions in the State of Victoria in Australia. The methodology involves the content analysis of appeal decisions to identify key factual attributes, followed by statistical analysis to identify correlations between the key variables. Finally, the results are analysed both from a local perspective and from a cross-national perspective.

This research is part of a broader comparative research project. Previously, this same method was applied to the analysis of tribunal decisions in the UK, Oregon and Israel (Mualam and Alterman, in preparation). At the same time, the present research stands on its own and contributes to the existing knowledge regarding Australian heritage planning. This research will expand the comparative perspective and enrich the potential cross-national learning about preservation conflicts.

The range of conflicts in built heritage preservation in Victoria presents an interesting and useful resource for analysis, particularly given the relative 'newness' of Australia's built heritage, the history of tension between 'developmentalism' and preservation and the widespread involvement of third parties in urban planning decision-making.

Advancement Of Law Regulations Related To Public Participation In Spatial Development Processes Of Cities. Comparison Of Poland To Chosen European Countries

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Keywords: legal context of public participation, recognition of needs of citizens, optimization of public investments.

The city, understood as “the necessary outcome of evolution of needs of society as most probably the best, and perhaps the only spatial form of a system of instruments meeting most of these needs” [Zipser 1983] might be at risk of devaluation of that potential due to complexity in proper recognition and expression of the needs of citizens. One can argue, therefore, that human needs are the main reason behind any development of space in general, and urban space in particular. Thus, while conducting any urban actions, proper communication between stakeholders (residents, authorities, businesses) is necessary for actual recognition of these needs. The major platform of the exchange of information is public participation, which, when organized in a right way, may have real impact on optimization of urban transformation processes.

Public participation functions in all European countries, being an element of formal regulations. In Poland, the actual history of public participation starts after the political transformation of 1989/90, which naturally results in scarce experience in that area. In Western European countries, such as the United Kingdom, France, Germany or the Netherlands, means of public involvement have been evolving longer than in Poland, and it is easy to defend the statement that this issue is currently organized better than in Poland. For this reason it may be worthy, before examining the practical execution of public participation, to look into the provisions of law concerning it. That may provide a possibility to determine whether, in the case of Poland, discrepancies begin already at the level of the regulations, or the fault lies in the practical side of the process. Reflections concerning an analysis of legal systems of other European countries may be useful in reaching a healthy engagement of the general public in decisions concerning changes in urban space. That, in turn, may be the starting point to diagnose the situation in Poland: why public participation is far from perfect in diagnosing needs of people correctly and is often regarded merely as a PR move made by authorities.

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The Legal Basis for Dealing with Natural Hazards in Spatial Planning in Different EU Countries

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Keywords: natural hazards, risk prevention, legal framework

Many countries have established different national policies and legal frameworks for disaster risk reduction. At the European level, the EU can influence the implementation and content of certain laws and acts through directives. However, there is no common framework for risk management and reduction. Instead, risk reduction is managed through sectoral directives, such as the Seveso Directive and the Flood Directive (Llosa and Zodrow, 2011). Due to the missing overall EU framework and to prevalent differences in the development of a certain risk awareness and resulting legislation, national approaches of dealing with natural hazards differ throughout the EU.

The study presented involves a comparison of the legal basis for dealing with natural hazards in spatial planning in Poland and France. The selection of this focus is guided by the fact that spatial planning is a risk management instrument and therefore plays an important role in risk prevention. Thus, it is essential that spatial planning anticipates potential future risks and confronts them with possible consequences of actions taken (Fleischhauer et al, 2006). In consideration of these statements, an effective framework is needed that regulates how natural hazards should be taken into account in spatial planning.

Results of the study are based on evidence taken from field visits and stakeholder meetings in the Polish and French case study areas of the Marie Curie ITN, CHANGES and supported with desk research. Preliminary results indicate that France has a well-elaborated framework of natural hazard management due to the long tradition of hazard mapping and risk management instruments. In contrast, in Poland the legal framework for dealing with flood and landslide hazards is mainly characterized by recent changes. These changes are often consequences of subsequent natural events overlapping political transition, which encourages continuous alteration of these frameworks. By comparing the respective strategies and procedures in the case study sites at the local level, further results indicate shortcomings and potential best practices that may help improve national and local (spatial planning-related) risk management approaches in the future.

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The Illegal Development of Forest Areas in Greece from 1924 to Nowadays

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Keywords: forest, urban sprawl, reforestation, illegal development.

This study aims to investigate the reasons for the inefficiency of the legislative framework relative to the protection of forests, and in particular from uncontrolled urban sprawl. Despite the fact that forests in Greece were legally protected since 1924, they have been overexploited and taken over by development activities of various types for most of the 20th century. Significant areas of peri-urban forests, mainly in the Greater Athens Area, were deforested and transformed to residential compounds by land developers, even since the constitutional amendment of 1975, which significantly increased forest protection. This was usually achieved either after property claims by neighboring farm-owners, or by including forest areas in expansions of city plans. As a result, 100 such settlements out of a total of 227 created before 1975, are still in a stage of jeopardy as it concerns the legal status of their land-uses and property rights (Georgiadou M., 2004). Only recently a remote sensing system started being used in N.E. Attica, aiming at the specification of forests and woodland areas and the official designation of their boundaries. Specific attention is given to areas for reforestation, since only in the last 20 years in Greece, more than 46.000 fires destroyed 574.575 acres of forestland, a significant part of which, was later filled by illegal constructions (www.ypeka.gr). The present study focuses on the investigation of the operation of this mechanism, and attempts an assessment of its impact on forest protection. Furthermore, it analyses and evaluates the legislation for forest protection and proposes improvements which will increase effectiveness towards environmental protection.

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Struggles and Interplays in the Formal Production of “Publicized Private Space”: an Overview towards the Legislation and the Experienced Reality

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Keywords: Planning Laws, Power Relations, Formal Production of Space

There is a growing interest among urban planning researchers in investigating the gap between the idealized policy and legislation put in place to develop and manage these spaces and the reality of these places created through everyday (non-idealized) practices and procedures. In addition, not only the public and private actors but also the tools used by them generate the main ingredients of those processes.

This paper investigates the interplay between governmental and non-governmental organizations as well as private actors during different stages of urban projects with the aim of understanding the driving forces during their planning and development from conception through to realization and operation.

This investigation is carried out through tracking the development of three case studies (shopping malls) in Ankara, which have been selected chronologically, while disclosing the formal processes of their development. The gaps between the legislative systems and the outcomes are presented through an exploration over the sites starting from the planning stage until the construction and operation of the projects including the actors and their participation in detail. Interviews with the municipal and the managerial actors, analyzing the municipal archives (court documents, planning proposals and decisions and oppositional petitions) and regarding laws constitute the main instrument of the methodology.

The collected data is analyzed, compared and interpreted to understand the complexity of the power relations between the investigated actors revealing the potential reasons behind the gap between legislations and the built environment that has been experienced in reality.

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Mental Models and Coastal Processes: the Public Understanding Science and Scientists Understanding The Public

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Keywords: coastal hazards, public participation, mental models

Over the last century in the United States, ocean front development has grown rapidly. Now, with accelerating sea level rise, many coastal communities are experiencing shoreline migration that threatens businesses and homes. Many coastal scientists assume that if residents were better informed about coastal processes, then they would make better decisions (see, e.g., Bush 2004). However, a standard education model fails to recognize how people use mental models to make sense of the world and how mental models can be very place specific. Mental models are imaginative structures that people use to interpret observations, make judgments, and resolve problems (Thompson 2004; Jones et al. 2011). People use mental models to judge the veracity of other people's statements, including scientists. This paper utilizes a case study from coastal Rhode Island to demonstrate how mental models analysis can be used to identify areas of misunderstanding and causes of mistrust between residents and scientists that occurred during public meetings over how the state and local governments should respond to coastal erosion. Unless one understands how people conceptualize an enviro-cultural system, it can be difficult to successfully design educational materials that will motivate responsible behavior. Thus, understanding mental models can enable the development of more effective communication and decision-making. Indeed, in this case study, there were components of the scientists' mental models that were largely missing from the mental models of the residents. Quite importantly, though, many of the residents' models also included components that were missing from the scientists' models and that provided competing explanations. The additional components were a source of disagreement and distrust. Because the scientists were unaware of the additional components, they did not try to correct these faulty components of the residents' models. Moreover, because the scientists never addressed components that residents thought were important, some residents opined that the scientists were either disingenuous or incompetent. Thus, mental models analysis uncovered avoidable sources of conflict.

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TRACK 16: RURAL AND LANDSCAPE PLANNING

SESSION 16-1 The Peri-urban

Green Sprawl: Nature Ideology in Exurban Landscapes

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Keywords: exurbia, peri-urban, landscape

This paper critically explores the significance of the ideology of nature in producing the culture and form of cities—particularly the exurbs beyond the metropolitan fringe of Canadian cities (see Taylor 2011). In North American human geography, a vibrant discussion of the dualism of culture and nature has raised a number of critiques of modern life, most notably the contradiction between the idea that nature should be protected from settlement for its own sake and the way that our privileging of an idealised nature motivates people to seek natural residential settings (Cronon 1996). There has been both recent and longstanding interest in theorizing the role of nature in the production of the city (Bunce 1994; Gandy 2003; Heynen, Kaika and Swyngedouw 2006) but these have not interrogated the role of the ideology of nature in producing contemporary settlement patterns or suggested the ideology of nature as an issue for spatial planning. This paper discusses how the continual search for natural settings contributes crucially to sprawl as the most natural nature recedes further and further from the expanding city. A goal of urban and regional planning has been to stop sprawl by placing boundaries around growing cities to protect the integrity of rural areas, reinforcing the belief that nature and high quality of life are found outside the city. We argue that the role of the desire for nature in the experience and production of landscape is seriously understudied and underacknowledged in thinking about sprawl.

Political ecology and cultural landscape studies provide the conceptual foundation to discuss how ideology permeates “green sprawl” (the complex exurban landscape beyond the urban fringe, which is home to people who, paradoxically, want to both live in it and protect it; Cadieux and Taylor 2012)—from its roots in a reaction to modernity to the shaping of contemporary suburban and exurban landscapes through individual choice-making, normative planning theory, and public decision-making. The contribution to planning is to bring forward the ideology of nature into planning debates about urban settlement in rural landscapes.

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Landscape, Urbanization and Heritage Protection in Greece. The Function of Spatial Planning

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Keywords: landscape, urbanization, built heritage, planning

The rapid growth of the last decades has brought radical and sweeping changes in the economic and social spheres which impact directly on man-made and natural environment and landscapes. Accelerated urbanization is ushering in dramatic changes in all cities of our 'urban' planet. At the same time the countryside has itself begun to be 'cluttered' by uncontrolled urbanization at a dizzying pace. In Greece, traditional rural areas have been deeply transformed by thousands of legal or illegal building constructions, causing many problems concerning preservation of natural and tangible cultural heritage. Large scale public works and transport infrastructures as well as other constructions (e.g. large advertising billboards) have a great impact on physical space creating the so called 'rural-urban continuum', expanding to all directions.

The main objectives of this paper is a) to contribute to a critical approach of the problems that natural and specifically cultural built heritage is facing in Greece, in relation to urban development and b) to investigate the appropriate solutions for its protection as well as the possible ways for its enhancement.

Special attention is given to the problems that Greek landscapes are facing by unplanned urban growth as well as to the possible solutions for their preservation and wise management since they constitute an integral part of the natural and cultural heritage of Greece. In fact, due to its long history the country has a rich diversity of cultural landscapes, which is the result of the various traditional patterns of land use and land management caused by a diachronic human action.

To this purpose, contemporary spatial planning must incorporate the management of cultural and natural heritage as an indispensable element for the sustainable spatial development and the livability of urban and rural space. In fact the integrated management of cultural goods could play an important role for the improvement of the quality of life in urban and rural areas and strengthen local economies. Furthermore, the paper argues for the need to establish the appropriate managing authorities of monuments and sites, similar to those of protected areas using the existing institutional framework, as well as the related policies and projects in progress, at national and European levels.

Finally, the necessary conclusions are made for the role of spatial planning as an effective tool and as a catalyst for the integration of the various sectoral and territorial policies at local and regional levels towards protection and enhancement of cultural resources.

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Peri-urban Landscapes in Metropolitan Areas: using Transdisciplinary Research to Move towards an Improved Conceptual and Geographical Understanding

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Keywords: peri-urban landscapes, metropolitan regions, transdisciplinarity

Peri-urban areas are diverse and complex landscapes. It is this complexity that is being recognized as the ground for resilience (Selman, 2012) and the capacity to provide answers to the emerging global challenges, such as climate change, food security and the well-being of an increasingly urban population. Peri-urban areas have been rather neglected in regional and urban planning: they were perceived as a space for urban sprawl and the location of regional and trans-regional infrastructures. This process frequently resulted in the withdrawal of traditional activities and land covers, such as agriculture, forestry and natural areas. Despite the renewed attention being given to peri-urban areas, these remain geographically and conceptually ill-defined. They are commonly understood to include both traits of the urban and rural world and to be located somewhere "in-between" the urban core and the rural landscape (e.g., Meeus and Gulink, 2008; Korcelli et al., 2009). Therefore, there is an ongoing debate on the criteria suited for its conceptual definition and geographical representation. This paper aims to contribute to this debate by approaching peri-urban landscapes from a transdisciplinary perspective. It does so by gathering different views — held by a panel of experts, a group of stakeholders and a wider public interested on these topics — on how peri-urban areas can be defined, what is unique about them and, ultimately, which criteria should be used in its definition. The Metropolitan Area of Lisbon was chosen as the case study due to its environmental, social, economic and institutional characteristics. In its 2957 Km², it encompasses a population of 2,8 million (1/3 of the Portuguese population), some of the most competitive agricultural areas and five Nature 2000 sites. One of the goals of the research is to develop different scenarios for peri-urban areas. This transdisciplinary approach used an expert-panel of 18 researchers from 11 different academic fields. The conclusions drawn by the expert-panel were presented in a workshop, to a group of invited stakeholders, representing different fields of activity and a wide geographical distribution. Simultaneously, the attendees of a conference on peri-urban areas in the Metropolitan Area of Lisbon were surveyed. The obtained results were confronted with previous findings in literature in a way that made it possible to present the diversity of perspectives, as well as the common views. Together, these may provide better understanding towards the development of a new planning agenda for peri-urban landscapes.

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Patterns of Multifunctionality in Peri-urban Landscapes: Insights for Improving Landscape Planning

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Keywords: land use, infrastructure, recreation, human-made objects, superposition

Peri-urban landscapes are hybrid landscapes with both urban and rural properties. Most of these landscapes are highly multifunctional and contested, which leads to many land use conflicts. Though multifunctionality of landscapes has been repeatedly discussed and promoted in recent times, it remains a challenge to conceptualize this notion. Nevertheless, understanding landscape's juxtaposition and superposition of uses is essential for developing a holistic landscape perspective and an integral planning approach.

Similar to vast European landscapes the Swiss lowlands currently are transforming from a landscape of agricultural and forestry production to a leisure and service landscape. This process challenges landscape planning since few data exist on recreation and infrastructure uses superimposed on primary agricultural and forestry uses.

In this paper we analyze patterns of superimposed recreation and infrastructure services on three scales. The analysis is based on a dataset of inventoried human-made objects in the Canton of Aargau, Switzerland (Hersperger et al., 2012). Human-made objects that represent land uses not commonly included in land-use data sets, such as benches, fireplaces, hides, clubhouses etc. (for recreation), and power lines, reservoirs and parking lots etc. (for infrastructure services) have been mapped. Models will be developed in order to investigate relationships between categories of recreational and infrastructural uses, in relation to each other and to urban-rural gradients. Specific questions addressed will be: What are common combinations of human-made objects? Where are areas of superimposed uses? How are such areas characterized? The answers to these questions allow for advancements in conceptualizing multifunctionality and specifically to overcome the one to one link between land unit and use which limits a holistic understanding and treatment of the landscape. Interaction between uses is crucial in this context and refers either to conflicts or synergies (von der Dunk et al., 2011). Planning could be developed towards a truly effect oriented planning (Hersperger, 2006) with a multifunctionality concept that recognizes these aspects.

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SESSION 16-2 Rural Planning, Development & Resilience in the 21st Century

Shifts in 21st Century Rural Planning in the USA and India

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Keywords: rural planning, amenities, sustainability

The focus of rural planning in the 21st century is shifting. Although still concerned about developing and protecting physical and human capital (Lapping 1989, Pichón, J. et. al. 1999, Cochran 2003) and addressing the at times conflicting goals of economic development and resource conservation, the specific issues and emphasis within the rural sector are evolving to react to the impact of global forces on the local economy. The traditional goals of development of agriculture and natural resources – minerals, forests, fisheries and scenery – and their conservation along with improving the access of rural people to infrastructure, education, housing and amenities persist. But the drive for economic development and concerns about sustainability of resources and reduction of income disparities has emerged strongly (Olfert and Partridge 2010).

Drawing on cases in the USA and India this paper highlights the ways in which globalization has erased some of the differences between rural and urban planning (Nelson and Nelson 2010). It outlines the changing focus of rural planning as rural economies have diversified and increasingly integrated with urban markets and demands (Marcouiller et. al. 1989.) It illustrates the efforts and the need to reduce inequity (Miraftab and McConnell 2008), provide new services and guide exploitation of the land and natural resources in ways that allow renewal and are sustainable.

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Transitioning Rural Regions to the New Energy and Climate Future: Planning, Governance and Rural Futures in Australia and USA

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Keywords: regional planning, climate adaptation, alternative energy futures, governance, institutions

The capacity of rural regions to address the plethora of issues and problems posed by climate change, alternative energy development, and related phenomena is profoundly affected by contemporary conditions in rural regional planning and governance.

- The region is fading as an organizing concept in development planning (Teitz 2012).
- There has been a good deal of ‘faddism’ in the development discourse. Concepts such as appropriate technology, basic needs, and, more recently, sustainability and participation may be good ideas but they have fallen short of expectations (Grindle 2012).
- Governance arrangements are characterised by complexity, uncertainty and hybridity (Morrison 2006).

As well, Teitz (2012) points to complementary development planning ideas that are influential at the beginning of the 21st century, the shift from a regional to a sectoral focus, with economic development as the goal, and the emergence of the environment as a key factor in development.

We use a two-pronged approach to shed light on whether and how regional planning can respond. We draw on the literature to explain the waning of rural regional planning and the growing complexity of regional governance. Then we examine six strategic ‘critical cases’ in alternative energy production (Flyvbjerg 2006), three each from Australia and the U.S. to explore the issues and options for need for a renewed discourse on rural regional rural planning.

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China's Urban-rural Coordination Planning

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Keywords: rural development, urban planning, China

As China experiences rapid urbanization, Chinese planners are facing challenges in the “rural-urban dual society”— about 38% of China’s 13.5 billion population are recognized as “registered urban residents” and over 60% of the population are living in rural villages or in urban areas without legal urban registration status. The gap between lives in rural and urban areas is enlarging, which becomes concerns to the government and planners in promoting further urbanization in a sustainable manner. The concept of “urban-rural coordination planning” has been generated as an effort to integrate rural and urban development, and to solve the problem economically, environmentally and socially.

The research discusses the roots of China’s dual society, the concept of urban-rural coordination planning, and focuses on the two approaches in implementing the urban-rural coordination planning: the top-down model of Chengdu in Sichuan Province and the bottom-up model of Huaxi Village in Jiangsu Province. Questions are asked to the real motivation of the policy based on observations.

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Challenges and Complexity Regarding Rural Planning and Development in Norway

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Keywords: rural change, planning, complexity

High economic growth due to the oil economy in Norway has a tremendous influence on rural development and landscape. Typical changes are:

- Reduced population. Especially remote areas are depopulated very quickly and have an aging population. Changes are often very local where some communities “disappear” while neighbour communities have growth.
- Local job reduction. Agriculture and other land dependent jobs are disappearing. The rural working population are increasingly dependent of jobs in the oil industry, commuting to more central places or the welfare system.
- Agriculture land use are reduced and concentrated to the areas that are economically most available. Forest spreading and landscape change is a typical consequence.
- The number of active farms and farmers are reduced very quickly, typically 50% the last 4 - 5 years.
- A lot of houses are now used as holiday homes or are not used at all. In some areas that are integrated into bigger, expanding labour markets some of these houses are used by labour immigrants especially from Baltic countries and Poland.

Rural municipalities as well as regional and national authorities try to develop strategies and plans to adapt to these changes. In this paper I will:

1. Describe changes and challenges generally and on the North West Coast of Norway especially.
2. Present and discuss some of the local planning and development strategies that are introduced due to these challenges
3. Use theories and strategies related to complexity to examine and develop new and hopefully more able planning strategies.

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Stronger, More Resilient Communities? The Potential Social Value of Second Homes in Rural Areas

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Keywords: community-led planning, support groups, England

Analyses of the impacts of second home, vacation cottage or holiday home ownership in rural areas, around the world, regularly align with a 'loss of community' thesis (Putnam, 2000), linking second homes to a range of negative socio-economic consequences. The latest reconsiderations of this phenomenon have looked to reinterpret second home ownership, drawing out new meanings, and viewing changing patterns of rural residence as expressions of global trends in 'hyper-mobility' (Paris, 2006; 2009) and as a form of 'dynamic heterolocalism' (Halfacree, 2012). This paper also revisits the second home issue, offering a perspective that attributes a particular social value to temporary and seasonal rural residence. It proposes a framework for thinking about this phenomenon that brings together writings on the nature of place dwelling (Heidegger, 1971; King, 2004) with ideas of social capital accumulation, and the potential interconnectors that temporary residents provide between the otherwise closed (or more limited) social networks of some rural communities and wider socio-economic and professional worlds. It argues that second homes may give communities a potential store of 'bridging' social capital (Putnam, 2000), enabling them to 'get ahead' (ibid.) on a social and, by implication, an economic front. It ends by proposing that the interconnection that second homes bring produces, stronger, more resilient communities, able to link to wider opportunities and resources. It argues that second homes have a clear social value within rural community structures and aims to open a research agenda and debate around the measurement and likely extent of this value.

The paper brings together a range of existing ideas in order to reframe thinking on second homes, proposing a research agenda rather than offering new empirical findings at this stage.

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SESSION 16-3 Planning for Green Infrastructure and Open Space Values

Imagined Futures in Murray-Darling Basin Communities: Mental Models of the Past and Future Scenarios

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Keywords: scenarios, mixed methods, mental models

Over the past three decades, rural, irrigation-dependent communities in Australia's Murray-Darling Basin have experienced profound economic and social changes. The effects of climate change are compounding these challenges. Although many scientific scenarios for the Basin have been developed, little is known about the scenarios envisaged by those who live in these communities. This study used mixed methods; secondary quantitative data on stocks of human, natural, built and social capital with broadly-based focus groups and critical discourse analysis of place relevant literature to examine mental models of the present and generate future scenarios for four communities. Analysis suggests three conceptual dimensions—irrigation, innovation, and inflows (of people)—explain much of the 'variance' observed in the future scenarios, illuminating the driving forces and possible character of communities in which irrigated agriculture is continued, minimised or abandoned. The scenarios differed substantially between the communities, some having a predilection for change or transformation and others, for continued dependence on irrigated agriculture despite their having similar social, human, natural and built capitals. These results support the growing development of a conceptual model around 'pathways' for sustainable development adapted from Pelling (2010) but with critical insights from transitions (Rotmans et al., 2001) and resilience (Walker et al., 2004) literature. The conceptual model and results suggest benefits from a nuanced approach to policy, with differentiated assistance to communities for change or further support for technological innovation to maintain resilience of current systems.

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Evaluation of the Value of Visualization Techniques in Communicating Nature Perspectives

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Keywords: Nature and landscape policy, future perspectives, visualization

This paper presents the impact of various visualization techniques on the appreciation and acceptance of the results of the research on future development perspectives of the nature and landscape policy in the Netherlands.

Every four years, the Netherlands Environmental Assessment Agency (PBL) publishes a report titled The Nature Outlook. The report provides a source of inspiration to support government authorities and societal organizations in formulating policy for nature and landscape in the Netherlands. In the latest Nature Outlook, 2010–2040, PBL identified dominant motifs for nature conservation by consulting relevant stakeholders and incorporated them into four ‘nature perspectives’: 1) biodiversity conservation, 2) ensuring the increased and sustainable use of regulating ecosystem services, 3) enhancing the potential of nature for recreation and 4) providing more room for the economy by allowing developments in and around nature. The ambition of these nature perspectives is to show that the Netherlands could look quite different in 2040, depending on which policy is pursued from now on.

Various ways of presenting the results of the project were used to inform the stakeholders about the perspectives whereby visualization was given a very important role. Several visualization methods were implemented, depending on the spatial scale and on the targeted group of stakeholders. The four nature perspectives were originally produced by different computational models, and resulted in detailed maps. This detailed information was not suitable for presentation to policy makers at the highest level as they might have provoked “not in my backyard” discussions. Therefore, on the national scale, they were transformed into symbolic maps or icons. On the lower scales photo simulation, diagrams and symbolic drawings were used to explain the possible impact of the nature perspectives on Dutch nature. These images were used in numerous reports, presentations, workshops and discussions.

The external evaluation of the project showed that the visual methods used revealed the main message more clearly, that they enriched the contents of the report by reinforcing the text and that they enhanced the discussions. The reaction of the stakeholders to this approach was very positive.

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Visualizations and descriptions of the perspectives are available on:

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Urban Open Spaces and their Impact on Real Estate Values

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Keywords: urban open spaces, increasing land values, valuation

In literature and in praxis it is a matter of common knowledge that open spaces in cities serve important functions for the quality of a city. These functions are not only the ecological ones, there are also social and economical functions open spaces serve in the urban environment. They serve as soft location factors and there have an impact on real estate and land values. In times where municipalities all over Europe have to deal with cuttings in their budgets, there is often less money available to take care of the open spaces in the cities. There is a need to proof the values of such spaces, to give them more importance in discussions and to protect them in the urban areas.

This paper at first deals with the question how the impact of green spaces on property values can be measured and which green related factors have this impact. At second it will be shown how the real estate professionals value open spaces as impact factors for land and real estate values.

Within the PhD thesis this paper is presenting the dataset and results of a research study founded by the "GALK" (German Federation of Park and Recreation Administration are used and deepened. The dataset contains data from 26 German medium and large sized cities and combines information concerning open spaces in cities with information of street sections, their land values and the distances between the open spaces and the street sections. With this data green space related factors and their specific impact on land values can be shown. The main results of this analysis will be presented and shown how the real estate experts are dealing with these results. By testing the results of the study with the help of a questionnaire for experts of the real estate industry the used methodology could be validated.

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Community-Based Water Systems: Preserving Livelihood and Community

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Keywords: water rights, community identity, rural infrastructure

In the desert southwest of the United States, communities have historically relied upon water collection and distribution systems for irrigation and domestic use. These acequia systems combine social organization and technology brought by Spanish settlers and systems of the indigenous Pueblo people.

Under Spanish colonial law that prevailed between the 17th and 19th centuries, the acequia systems regulated the distribution of water for the growing of crops, the watering of livestock, and the needs of people for drinking, washing, and bathing. In the late 19th century these community-based associations of water users were formalized as local units of government, administered by officers elected by the *parciantes* (holders of water rights.) (Rivera 1996)

In the early 20th century, Anglo-European legislation introduced the concept of “prior right”, in which those with the more historic claim to water took precedence over those with more recent claims. In place of community cooperation and the (sometimes begrudging) negotiation over water resources to supply the basic needs of all users during times of drought, this juridical principle established a hierarchy of users based upon historical precedence in which the more recent claimants could go dry. (Thorson 2006)

By mid-century, water rights became severed from specific parcels of land, transforming water into a marketable commodity. In a cash-poor rural economy, water rights represent capital. (Meyer 1996)

Reduced precipitation and aquifer recharge due to climate change increase urban demand for potable water and corporate farming demand for crop irrigation. The ability of the acequia systems to negotiate an equitable distribution of water is key to the survival of small communities in the interests of water availability and of community identity.

This paper examines the role of the acequia systems in preserving local livelihoods and community control over a critical resource and their role in rural regional planning.

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SESSION 16-4 Rural Development Policy

A Study of the Development Characteristics and Planning Strategies of the Villages in Central China — Taking XinDingYuan Cluster in Shanxi Province for Example

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Keywords: Central China, rapid urbanization, village development, village planning, countermeasures study

Receiving strong support and policies making attention from the central government in recent years such as 'Rise of Central China', 'Urbanization Strategy' and so on, Central China is progressively developing into one of the main battlefield of China's urbanization process with the most fierce problem of agriculture, country and farmers. Therefore, village development in Central China has become a vital concern during urban and rural planning and construction.

Taking Xindingyuan Town Group area (composed by XinZhou city, YuanPing city, DingXiang town and their rural areas) which is a typical area of rapid urbanization in Central China as the case, this paper addresses the issue of present situation and problems of typical villages in Central China as well as the corresponding village planning strategy. The research has been carried out by questionnaire surveys among 500 peasant households followed by mathematical analysis to find out several problems concerning village space, land use, industry, public facilities, construction and environment.

As the feedback, the paper points out finally that the village planning and construction should be based on "industry" to provide the village development with financial support through accelerating the industrial development and lengthening the industrial chains; focus on "village merging" to build a strategic platform through integrating the resources and replacing the land; target "sharing" to perfect public service facilities and infrastructure facilities; set the "policies" as the guarantee to support the construction with powerful reinforcement and etc., just to match the promotion of the healthy village development. Also, the examination of Xindingyuan case guarantee to have a future significance for village development of Central China.

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Interface Issues for Landscape, Open Space and Planning Policy at the Rural-urban Fringe

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Keywords: Rural Landscape, Open space, green belt, metropolitan spatial planning, peri-urban areas, rural-urban fringe, development plans, land use zoning, urban containment, resilience in rural areas.

This paper explores the ways in which spatial planning policy, landscape policy and open space policy merge in particularly interesting ways at rural-urban interfaces while raising important issues for rural resilience, settlement planning and sustainability at the sub-regional scale.

Taking Metropolitan Cork as a case study, a range of concepts from planning practice - including urban containment, sustainable settlement networks and green belts (Amati, 2008) are set against emerging 'whole landscape' approaches to the environment (Selman, 2006) that include concepts such as character, values, carrying capacity, and sensitivity. This also provides a context for advocating a strategic open space policy approach that speaks both to the rural and to the urban, especially at the scale of the city-region.

The rural-urban interface is often seen as a space of contradictions. This is especially noticeable where the respective administrative jurisdictions – and planning approaches – are embedded in discourses that are either urban or rural in nature. While the particular character of these edge lands may be attractive in theory, the informal blending of urban and rural concepts of development in such places has long been problematic for modern planning (Qvistrom, 2013). This in turn has consequences for 'connectedness' or 'coherence' in open space terms (Erickson, 2006).

The case study examines the formal land use policy instruments of two adjoining planning authorities (a primarily rural one and a primarily urban one) insofar as they affect mainly open land at the green belt transition zone between a rural hinterland and the city that it surrounds. This critical analysis draws out a number of lessons for how resilience at this sub-regional scale can be supported by clear and holistic approaches that seek to integrate open space, landscape and spatial planning policies in robust and meaningful ways.

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Assessment of Settlement Pressure on Environmental System: Forms and Processes Taking Place in Sicily

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Keywords: urban sprawl, fragmentation processes, metropolitan areas

The consumption of the soil due to urbanization it is a phenomena already for many years under observations, but of which only the scientific environment has noticed the elevated environmental impact progress. From a disciplinary point of view, is possible to identify a line of research focusing on the analysis and identification of new morphologies of urbanization and on the interaction among different settlement patterns coexisting in a specific context. This reading complements with the scientific production about the forms of settlement pressure on environmental systems, producing change and deterioration on natural ecosystems and loss of biodiversity. A necessary reference for this line are the studies about fragmentation processes (linear, concentrated, mixed) (Romano, 2002) and those about the esclusion of natural and semi-natural habitats (protected or unprotected).

Such references combine with the analyses conducted on the process of replacement of natural systems with artificial ecomosaics.

In the case of natural systems, human pressure phenomena weight on an already critical situation, given by a spotted distribution of protected areas. The level of fragmentation and isolation of these areas risks to become worse.

Regarding this general framework, this paper presents a clarification and a reformulation of the reciprocity relationship between built environment and open territory, with the aim of identifying possible strategies to manage the phenomena of urban sprawl in the metropolitan context, a main objective of European territorial policies (EEA, 2006).

In Sicily, the absence of the environment assessment tools and the disconnection between urban and regional planning and sector planning have determined an inadequate level of control of human pressure on environmental systems. As for the methodological references of this paper the authors have decided to explore specific territorial contexts, affected by human pressure processes, characterized by low density settlements in metropolitan areas through empirical research. Using both quantitative and qualitative techniques, the paper builds the guidelines to firstly identify of the patterns and tendencies of sprawl on the regional territory, with relation to the environmental system; secondly provide directions for the control of settlement sprawling and the reduction of its impact on environmental systems.

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The Life and Death of ZhuGe BaGua Village: The Conservation and Development of the Ancient Village in China under the Rapid Urbanization

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Keywords: ancient village, conservation, urbanization, living

Currently, a large number of rural residents are urbanizing rapidly which brings enormous challenges to rural areas especially to those ancient villages. Ancient villages, known as "living fossil" carrying local history and culture, mostly are formed through cultural succession and natural selection, which really differs from modern rural economic development and environmental construction that also known as utilitarian aggregation. Their fates worry.

ZhuGe BaGua Village is the largest settlement of descendants of the famous ancient Prime Minister ZhuGe Liang who has been regarded as the symbol of wisdom in China. As national treasure, it's famous for the unique settlement pattern in the shape of BaGua and owning hundreds of exquisite ancient architectures. But it is worthy concern that how can the village survive the rapid economic development in modern material civilization.

What's a living ancient village? How to judge the life and death of an ancient village? This article first describes the standard of measuring of an ancient village's life and death, and how can an ancient village live with dignity.

Analyze the impact of China's rapid urbanization and rural economic construction to the ancient village, and targeted research on the impact on the survival state of ZhuGe BuGua village with the surrounding town, the contradiction between heritage conservation and tourism development, utilitarian aggregation and the claim of meticulous development mode as well as the retention and refreshing of those ancient buildings.

In order to keep the ancient village alive, this article, based on ZhuGe Town Main Planning and combined with comprehensive multidisciplinary concept and means, put forward the development mode taking the town and the village as an integral part, configure public service facilities in a wider range of area, coordinate modern and traditional economic development model and shape a unified, coordinated landscape. At last, sum up experience in refining the conservation and development of the ancient village of the same type, to provide an insight into the healthy development for related ancient villages under the circumstance of the rapid urbanization in China.

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SESSION 16-5 Emerging Landscapes

Learning from the Past, Planning for the Future. The Hidden Potential of Toponyms for Landscape Typology, Planning and Management

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Keywords: cultural landscape, field names, landscape planning, landscape management

At the beginning of the 21st century, when the majority of European landscapes are characterized by large scale agricultural areas, most of Slovenian landscapes still have the same parcel and ownership structure as some 200 years ago. Although these landscapes are usually described as beautiful, sustainable, and rich in bio- and landscape diversity, they are still an anachronism of the past and they cannot “survive” as such. The question which arises from that fact is: is it possible to rearrange these landscapes in a way that it would suit modern agricultural practices, but at the same time, that the “culturalism” of these landscapes wouldn’t be threatened.

Landscape, as defined in the European Landscape Convention is: "... an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors. ... ". One of the layers which constitute an important part of cultural landscape are toponyms. They are neither visible nor tangible, in a way they are situated somewhere between physical space and our perception, but as the study of some 300 toponyms (with an emphasis on field names) has shown, they have a strong parallel in physical space. The central hypothesis of this research is that toponyms and the division of the landscape they create could be used for typological classification of agricultural landscapes and consequently also for planning and management of these landscapes.

The main steps of the presented research are: (1) the collection of field names and making the field names maps, (2) analysing the field names maps according to several landscape characteristics -e.g. land use, slopes, exposition, etc., (3) clustering the field name areas, and (4) typological classification of these areas. Finally testing if these areas could be used as planning and/or management units will be made.

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Revitalization of Abandoned Villages: Design Processes in the Memory of Places

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Keywords: abandoned villages, ecovillage, rural tourism

During the second half of the past century, in Italy most of the population moved from the rural areas to the city. The weakness of settlement systems, the difficulty of connection, the scarcity of services, the process of modernization of the country were the main causes that led to the depopulation of the rural villages. For rural people, the hope of improving their life conditions has resulted in the abandonment of the native place. In the rural territories, the depopulation is followed by productive impoverishment and by a progressive loss of the local customs and the traditional practices. This process is most evident in the extreme case of the abandoned villages: they are built environments in which, today, there isn't the presence of permanent residents. These villages are abandoned but not forgotten, they are still living in the memory of the people and their presence is an indelible trace of past in the territory.

The uninhabited village can be considered both as a discarded element of the modern consumer society as well as a regional asset, reinterpreted from a qualifying perspective which instead takes an awareness of value of the identity of such places. The abandoned village is a place of interest for its traditional architecture, for the integration with nature and for the evocative relationship with the past. So, considering these realities as a regional resource, the hypothesis is that the regeneration of abandoned villages may lead to the restoration of local identity and encourage local development projects particularly in tourism and agriculture.

Taking some case studies, the proposal aims to investigate the design processes of renewal of "ghost villages". The case studies are the following:

- Pentadattilo: the village has been partly restored for summer tourism.
- Mogliazzo: the little village has been regenerated by a small community like eco-village.
- Rosignano: the town is become park-museum.
- Cavallerizzo: some people have created an association of cultural promotion.

The advancement of research is the aim of verifying the validity of the revitalization models. The expected outcome is to check how revitalization of abandoned villages may lead economic and social benefits to the rural area highlighting processes and practices, which may be defined "resilience".

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A Study on the Reconstruction Planning of Rural Settlement System in Western China - A Case Study of Outer Suburbs of Xi'an, Shaanxi Province

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Keywords: rural settlements, rural planning, reconstruction

With the rapid urbanization in China, the population of rural villages reduced significantly. Public facilities and infrastructures are not sufficient to build for the minimum threshold of population for most rural villages, which continuously increased the construction and operating costs of the public facilities and infrastructure. We examined many typical rural settlements in the outer suburbs of Xi'an in Guanzhong Plain in China. Our study shows that the residential spatial pattern and hierarchy in rural areas has no longer meet the needs of rural development by the impact of industrialization and urbanization, since the traditional agricultural economy of has changed dramatically. We analyzed the remodeling factors of incentives and reconstructions of the rural settlements, and on the decision factors of these remodeling factors. The article reveals that firstly, the type of public facilities and infrastructure rural residents needed, and the corresponding economic operating threshold of the facilities are the key decisive factors of the scale of rural settlements. And both the structure of the income sources of rural residents and regional traffic conditions of the rural settlements are the 2 key factors determining the spatial layout of rural settlements. Secondly, the reconstruction of rural settlements system will put great influences on the improvement of rural basic public service, the intensive use of land, and narrowing the differences between urban and rural. But if this process cannot be done appropriately, there will be demolition and construction entirely, which may destroy some traditional rural settlements full of great cultural heritages and geographical characteristics. And it's a big loss for regional culture. Thirdly, accounting to the main obstacles of the reconstruction of rural settlements, the first is the sources of funds, and the second is the current land system.

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The Rising Chinese Middle Class and the “Construction” of New Countrysides

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Keywords: differentiation, urban growth, rural conflict

The idea that “the countryside” is a multifaceted concept subject to a range of discursive “constructions” has been well established in Western contexts, with their long history of urbanisation, for a number of years (cf. Murdoch et al., 2003). In contexts such as China, where mass urbanisation is a more recent phenomenon, there has been little if any discussion of these issues. The massive scale of recent Chinese urbanisation and the implications of that urbanisation for the countryside around cities means that it is vitally important that we develop an understanding of how concepts such as (sub)urbanisation and the relationship between the urban and the rural are playing out in the Chinese context.

This paper takes up this challenge, and focuses on the processes at work in the areas of countryside around China’s cities and conurbations, subject to substantial pressure as the population of those urban centres grow. Much of this pressure results from the demands of the middle class in China, itself perhaps the most rapidly growing segment of the Chinese population. Most obviously, the demand of this new middle class for suburban housing at lower densities threatens to echo the problems inherent to urban sprawl around cities in the US and UK, as others have noted (Wu et al., 2007). At the same time, the tourism industry in China is expanding at a remarkable rate, with many of these new domestic tourists keen to visit what have been described as “theme park” villages (Oakes, 2006), placing very different pressures on the Chinese countryside.

The paper seeks to combine these understandings of the growth of both China’s suburbs and its rural tourism industry with Murdoch’s concept of the differentiated countryside, to begin to develop an understanding of the constructions/discourses which are operating in and around the Chinese countryside, and the implications these have for planning practice and scholarship. It will discuss similarities between China and the UK/US, including the tendency to construct the countryside in pastoral, idyllic terms, and the consequent development of a sharp urban-rural dichotomy, which might suggest that China is following a similar path of suburbanisation and urban sprawl to that followed by Western nations. Crucially it will also point to fundamental differences, including the different legal status which applies to land and its ownership between urban and rural areas in China, which illustrate that policy transfer to the Chinese context is by no means straightforward.

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SESSION 16-6 Rural-urban Linkages and Food Policy

The Rural Impact of Urban Concentrated Local Food Initiatives: a Literature Review

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Keywords: local food systems, rural-urban linkages, rural resilience, economic development

Leading strategists emphasize productive ties between rural and urban places to support rural prosperity and resilience (Dabson 2007). Market interactions form a critical aspect of rural-urban linkages and planning researchers and practitioners point to opportunities within re-localized food systems to enhance rural resilience and support lagging rural regions. However, despite the tremendous growth in local food system initiatives, the physical dispersion of activity has not been uniform as efforts and resources concentrate in urban areas (e.g., Lichter & Brown 2011).

This paper explores the role of rural-urban economic linkages on rural resilience, utilizing re-localized food systems as a case study. As the literature demonstrates that proximity to metro areas is associated with faster growth (e.g., Shortall & Warner 2012), this paper considers the implications of strengthened local food systems on rural communities, particularly on rural-rural and rural-urban bifurcation, and resilience in lagging rural regions. Through aggregating two unique datasets from New York State and U.S. Department of Agriculture's Agricultural Resource Management Survey data, this research builds an inter-regional Social Accounting Matrix model to assess the impacts of urban-concentrated initiatives on farms and rural communities. This paper finds that whereas farms and rural communities do benefit from urban-based initiatives, communities proximate to metro areas benefit disproportionately to more rural communities; further, that strengthened rural-urban economic linkages from local food system activity can actually serve to deplete capacity for resilience in lagging rural regions. Through a sensitivity analysis, this research finds significant variability in the results based on the definitional choices associated with 'rural'. The results of this research contribute to how planners and policy makers think about, measure, and evaluate opportunities for rural resilience through rural-urban linkages and local food systems.

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Revisiting Urban Planning to Integrate Multifunctional Agriculture Policies by the Means of Landscape Metrics and Indices: a Methodological Proposal

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Keywords: ecologization, planning, landscape indices, agricultural urbanism, urban agriculture

Agriculture is currently playing a role in Western European public policy and planning by the means of land use and land cover local regulations. City's sprawl has blended up (gobbled up) cultivated areas into urbanization changing agriculture practices and landscapes. The urban fringe intensive agriculture that used to be an important land use is strongly diminishing, other related functions take over. New concerns arise: landscape, health or food security and sovereignty, are some of the reasons legitimating protection of agricultural zones in urban planning. Agriculture's multifunctionality is credited with providing tangible benefits on ecological and economical territorial dynamics, both at local and regional level. This paper seeks to examine how local policy can associate agriculture and city planning in a singular territorial project which would be no longer urban nor rural but a resilient model integrating the ecological and socio-economic realms.

For this purpose, all forms of agriculture are not equivalents. "Ecologized" agriculture practices, owing to their production rules, have additional advantages to comply with urban requirements from agriculture on the edge. How these wished forms of agriculture can be characterized and measured, in order to support public action? One possible analysis is to confront political project of a specific territory to empirical experience by an operational research looking to improving knowledge of elements prevailing over correct application of public action. By extension, we question the tools and instruments that could be developed to take into account agricultural stakes. We need further to construct a spatial definition of ecologized agriculture forms by the means of measurable landscape indicators who could allow then monitoring survey of agri-urban projects implementation. Based on a critical lecture of scientific literature, we propose a methodology founded on a triple approach of agricultural issue: i) farming spaces characterization (landscape structures); ii) socio-economic analysis of farming activities (landscape functions); and iii) policy setting of agri-urbain projects by both farmers and urban actors (landscape values). The goal of this paper is to draw up an empirical and theoretical framework looking forward a methodology to integrate multifunctional agriculture management in urban planning as a tool for policy makers and stakeholders.

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Planning in the Urban-rural Fringe and Urban Food Policy – an International Comparison

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Keywords: land use planning, urban containment, peri-urban agriculture, food policy

This paper discusses potential links between two key planning issues on the urban-rural fringe: The growing debate over urban and peri-urban food planning as an emerging policy field and the control of urban sprawl.

Controls over rural urbanisation vary between countries, as there is a variation in the extent and spatial context of urban sprawl (Fina, S. and Siedentop, S., 2008). The key argument behind restricting urban sprawl is ensuring compact urban form and efficient use of infrastructure, while protecting the environmental assets of open countryside. Historically though one of the key concerns in many countries was the protection of agricultural land due to concerns over food security (Alterman, R., 1997).

To assess the contemporary relevance of this latter issue, the paper compares land use development and planning practices in the urban-rural fringe using cases from Belgium, England and the Netherlands. The paper then discusses how land use planning in the rural-urban fringe could go beyond simple protection of agricultural land and contribute to new concepts of urban- and peri-urban food planning (Perrin, C., 2012). This includes strategies such as Community Supported Agriculture, offering new economic perspectives for farming in peri-urban areas, and forms of agriculture combining food production, landscape management and leisure uses.

The paper is based on research work for the Interreg project Pure Hubs (Pioneers in Urban Rural Entrepreneurship).

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Fringe Benefits: Farmland Function in Relation to Urban Morphology

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Keywords: periurban farms, agritourism, urban morphology

An understanding of the positive aspects of maintaining agriculture on the peri-urban fringe is necessary to inform future land-use policies (Allen, 2003). This issue has become increasingly important in both the developed and developing worlds as peri-urban agriculture is a major contributor to urban food supplies and can provide much needed waste and water infrastructure (Daniels and Bowers, 1997). The spatial and functional relationship between the city and its hinterlands has long been studied, but how farm-city linkages can stabilize the peri-urban fringe remains elusive.

This study tests the hypothesis that increased rugosity (the ratio between urban perimeter and rural land area) of the rural-urban fringe allows farms to create greater value for their regions through greater access to urban interface/markets per acre of farmland. Geographically-weighted spatial regression on United States metro-level counties reveals that non-concentric urban areas do not have more farmland loss despite the finding that there is more population growth (2000-2010) in areas with more urban interface. This finding has significant implications for drawing urban growth boundaries and lends credence to the call for integration of rural and urban lands with finger-like or fractal development patterns. Farms near more non-concentric urban areas also showed higher sales per acre when production type was controlled for, indicating that non-concentric urban areas help generate more value for nearby farms.

To further explore the functionality of the rural-urban fringe, four case studies from high and low rugosity counties with and without farmland loss are examined. Expert interviews with each county's agricultural extension office, planning department, and local farmers market organizers assessed farm-city program type (local food, agritourism, waste management, etc) as defined in Brinkley (2012), placement in relation to urban and farm areas, longevity, context, and regional impact to determine if different urban forms beget different farm-city functional relationships. Supportive planning policies that enable or hinder farm-city collaborations are identified for each farm-city project. Data are triangulated with web-based and printed material from each program and county to draw growth management and policy-based conclusions for future work.

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POSTERS 16

Patterns of Multifunctionality in Peri-Urban Landscapes: Insights for Improving Landscape Planning

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Keywords: land use, infrastructure, recreation, human-made objects, superposition

Periurban landscapes are hybrid landscapes with both urban and rural properties. Most of these landscapes are highly multifunctional and contested, which leads to many land use conflicts. Though multifunctionality of landscapes has been repeatedly discussed and promoted in recent times, it remains a challenge to conceptualize this notion. Nevertheless, understanding landscape's juxtaposition and superposition of uses is essential for developing a holistic landscape perspective and an integral planning approach.

Similar to vast European landscapes the Swiss lowlands currently are transforming from a landscape of agricultural and forestry production to a leisure and service landscape. This process challenges landscape planning since few data exist on recreation and infrastructure uses superimposed on primary agricultural and forestry uses.

In this paper we analyze patterns of superimposed recreation and infrastructure services on three scales. The analysis is based on a dataset of inventoried human-made objects in the Canton of Aargau, Switzerland (Hersperger et al., 2012). Human-made objects that represent land uses not commonly included in land-use data sets, such as benches, fireplaces, hides, clubhouses etc. (for recreation), and power lines, reservoirs and parking lots etc. (for infrastructure services) have been mapped. Models will be developed in order to investigate relationships between categories of recreational and infrastructural uses, in relation to each other and to urban-rural gradients. Specific questions addressed will be: What are common combinations of human-made objects? Where are areas of superimposed uses? How are such areas characterized? The answers to these questions allow for advancements in conceptualizing multifunctionality and specifically to overcome the one to one link between land unit and use which limits a holistic understanding and treatment of the landscape. Interaction between uses is crucial in this context and refers either to conflicts or synergies (von der Dunk et al., 2011). Planning could be developed towards a truly effect oriented planning (Hersperger, 2006) with a multifunctionality concept that recognizes these aspects.

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Urban Landscape as a Result of Joint Effort

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Keywords: landscape architecture, urban landscape, landscape perception

This paper focuses on the fundamental role of the profession of landscape architecture in shaping contemporary cities and urban areas. It is expressing the different perceptions of urban landscape and its position in the city hierarchy in post Soviet countries. The word „Landscape „ was first used as an artistic expression to describe the scenery but its meaning has spread and currently refers to space surrounding us outside of the buildings. The definition of landscape was legally established in The European Landscape Convention (ELC) since October 2000. The term *urban landscape* is commonly known in western world but hardly recognized in post Soviet countries which previously encouraged centralized planning. Also there is a deep misunderstanding among users and practitioners about the profession of landscape architecture itself. Described research will be implemented on the conditions of Czech Republic. In US and China, countries with a fundamentally different understanding and practice of landscape architecture from the Czech Republic, started new tendencies that successfully demonstrate recently established models for urban planning such as *landscape and ecological urbanism*. These approaches have been and continue to be applied and should be considered to learn from. Our recent research is trying to identify successful models that can be used as case studies for further work. We propose an exploratory model that can help establish a successful and sustainable base for integration of landscape architecture into the process of designing urban landscape. It consists of four consecutive steps. First is promotion of Landscape Architecture as a discipline with its own domain and defining aspect which deals and focuses upon process, transformation and duration. Promotion of desirable projects based of designated criteria is required. Second is new demand which will be created in the existing market with the focus on public and private corporate sector. Third will be providing supply in form of establishing a new curriculum as an internationally recognized degree at Czech public (and/or) private university. After performing and fulfilling previous steps a need for different legislation and policy will arise and shape new professional background. Countries mentioned above are diametrically different from the Czech Republic in scale; political, economical, cultural and social system. What can be possibly applicable for Czech Republic is the interdisciplinary approach and open dialogue. This is the core issue that has to be addressed in place where the old model remains and continues to be used in education and practice.

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The Life and Death of ZhuGe BaGua Village : the Conservation and Development of the Ancient Village in China under the Rapid Urbanization

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Keywords: ancient village, conservation, urbanization, living

Currently, a large number of rural residents are urbanizing rapidly which brings enormous challenges to rural areas especially to those ancient villages. Ancient villages, known as "living fossil" carrying local history and culture, mostly are formed through cultural succession and natural selection, which really differs from modern rural economic development and environmental construction that also known as utilitarian aggregation. Their fates worry.

ZhuGe BaGua Village is the largest settlement of descendants of the famous ancient Prime Minister ZhuGe Liang who has been regarded as the symbol of wisdom in China. As national treasure, it's famous for the unique settlement pattern in the shape of BaGua and owning hundreds of exquisite ancient architectures. But it is worthy concern that how can the village survive the rapid economic development in modern material civilization.

What's a living ancient village? How to judge the life and death of an ancient village? This article first describes the standard of measuring of an ancient village's life and death, and how can an ancient village live with dignity.

Analyze the impact of China's rapid urbanization and rural economic construction to the ancient village, and targeted research on the impact on the survival state of ZhuGe BuGua village with the surrounding town, the contradiction between heritage conservation and tourism development, utilitarian aggregation and the claim of meticulous development mode as well as the retention and refreshing of those ancient buildings.

In order to keep the ancient village alive, this article, based on ZhuGe Town Main Planning and combined with comprehensive multidisciplinary concept and means, put forward the development mode taking the town and the village as an integral part, configure public service facilities in a wider range of area, coordinate modern and traditional economic development model and shape a unified, coordinated landscape. At last, sum up experience in refining the conservation and development of the ancient village of the same type, to provide an insight into the healthy development for related ancient villages under the circumstance of the rapid urbanization in China.

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