

GLOBAL CRISIS, PLANNING &
CHALLENGES TO SPATIAL JUSTICE
IN THE NORTH AND IN THE SOUTH



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RAINER RANDOLPH (Organizer)

GLOBAL CRISIS, PLANNING & CHALLENGES TO SPATIAL JUSTICE IN THE NORTH AND IN THE SOUTH

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PRESENTATION

We are publishing here the extended abstracts presented at the IV WPSC. Those which were discussed in the Track Sessions, as well as a considerable number of contributions in Plenary and Special Sessions and Roundtables. Farnak Miraftab's Opening Keynote "Insurgency, planning and the prospect of a humane urbanism" was published (in portuguese) in ANPUR's journal Revista Brasileira de Estudos Urbanos e Regionais (Brazilian Journal of Urban and Regional Studies), v.18, n. 3 (2016), p. 363-377 (<http://rbeur.anpur.org.br/rbeur/article/view/5499>).

It is our conviction that these texts reflect an important panorama of ideas, thoughts, experiences and practices of the nearly 600 researchers, scientists, students and practioneers who attended the congress in Rio de Janeiro with the aim to have an unique opportunity to discuss the matter of planning with colleagues from all over the world.

As it puts our colleague Carlos Balsas in the conclusions he wrote about his experiences by participating the discussions at the congress: "Attention was directed at the need to look forward to more planning not less, more planning research not less, and more educational opportunities to strengthen urban and regional planning. ... Alternative paradigms based on the radical deconstruction of prevailing knowledge sets and philosophies by some of those living in southern and northern hemispheres are making positive strides and can be confidently further developed"¹

Remain the challenges for planners to find their ways to contribute to spatial justice; in the south as its already known, but also, more and more, in the north.

¹ BALSAS, C. (2017) The world in the Americas – a reflection on the 2016 World Planning Schools Congress in Rio de Janeiro, Brazil, *Planning Theory & Practice*, 18:2, 322-327

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PLENARY SESSIONS

The meaning and content of education in (urban) planning and planning practice in different social contexts

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Some of the issues we are proposing to discuss in the Plenary Session are: The meaning of urban problematic and planning in the South and in the North. Theoretical views of the urban problematic in planning education in these different contexts. What does differentiate urban planning theory and practice in the North and in the South? The content of urban planning. The possibility of a process of crosspollination between education in planning and planning practice. The role of the academic milieu in this process.

Planning as an academic praxis: lessons from UFMG's metropolitan experiment

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Planning, as a profession, does not exist in Brazil. Nevertheless, several urban and regional planning experiences from Brazil have inspired other countries in the

world. In fact, Brazil has a wide planning tradition rooted in technocratic reformism, but also on its critique, mostly linked to the southamerican structuralist school. In the last decades, however, participatory planning gained importance and guided experiences at the urban and municipal levels. The social and political gains that came from the 1988

National Constitution produced the institutional support and legitimacy for propositions and actions that involve civil society in the process of planning.

Metropolitan planning, experienced as a federal and state technocratic practice during the military governments, lost its momentum during the redemocratization process of the 1980s and only in this century was it restored. In Belo Horizonte, UFMG, the federal university, has played a central role in metropolitan planning since 2009, working with the State, municipalities and organized popular sectors and communities. A methodology based on participatory processes reoriented planning approaches to emphasize life space as opposed to abstract space, while focusing on metropolitan restructuring based on a blue-and-green-weft and on the construction of urbanity and metropolitan citizenship. These experiences have raised questions about planning practices and theories as they bring transdisciplinary approaches to academic teaching, researching and university practices and relations beyond its walls.

Decolonizing planning curricula – perspective from Africa

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Planning curricula in Africa as well as the Universities in which they are taught still bear the strong imprint of their colonial histories. While African cities are now significantly changed from colonial times these older planning pedagogies and concepts persist. Major structural issues block change: many PhDs train in Europe or the US where scholarships are more plentiful, many senior academics trained there and most planning literature to which students are exposed is also based on global North contexts and ideas. This leaves planning graduates ill-equipped to respond to

the current realities of African cities and the need for processes of civic engagement, and they graduate with technicist ambitions to transform African cities into 'orderly', controlled and largely middle-class environments based on global North urban models. In recent times South African students have called for a decolonization of their University institutions and curricula, echoed in other parts of the world as well. I will put forward some of the central concepts of a decolonized higher education, drawing particularly on philosopher Achille Mbembe. I will argue that applying these ideas to planning curricula and their institutional homes is exactly what is required to produce planning graduates sensitive to the central issues facing African cities and able to respond to them. Decolonization of planning education will produce better planners and cities.

Planning Thought and the Problem of Eurocentrism

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The discipline and pedagogy of planning is embedded in Eurocentrism. In this talk, I present Eurocentrism as an epistemological problem, one that cannot be solved by bypassing the history of the West and including the diverse histories of the non-West. Instead, as I argue, it is necessary to cultivate methodologies and practices that reinterpret the urban experience and planning norms of the West in relation to a world constituted through colonialism and imperialism. Prompted by a renewed moment of black power and black liberation struggle in the United States, I reflect on how planning education, at the heart of empire, must speak directly to difficult questions of racial exclusion and the elusive promise of spatial justice.

Nature in the city: interactions and contradictions

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The session has as theoretical reference the field of Political ecology of urbanization, seeking to articulate some interactions and contradictions related to the multiple ways that nature reveals itself in the city. The session welcomes topics discussing disputes over natural assets such as land, water, air, and biodiversity, resulting in social and environmental conflicts leading to different notions of justice, vulnerability and risk. Discussing nature in the city may help the understanding of the emerging concept of the urban commons; their forms of appropriation and reproduction as in water fronts, urban agriculture, protection areas among other contentious uses. The session aims to explore the role and agency of social agents involved, their forms of representation, appropriation or knowledge relates do nature.

Urban agriculture as urban nature?

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Agriculture and nature are often placed in opposition to each other, particularly in the age of industrialized agriculture. Similarly, city and nature are commonly placed in confrontational terms. However, both oppositions are problematic. Increasingly, the place of nature in cities is receiving attention as vital to addressing larger environmental challenges as well as to the functioning of urban systems. Moreover, food production can be seen as playing a central role in the naturalized environment within the urban sphere. This talk stakes the claim that, indeed, urban agriculture needs to be seen as an integral component of urban nature.

The author relies on his experience with the Carrot City initiative (www.carrotcity.org) to illustrate different facets of this relation. Eight cases are provided to show the multiple ways in which urban agriculture fits within the urban environment and can be understood as part of urban nature. In Middlesbrough, UK, the concept of a “continuous productive urban landscape” is used to show how a whole urban landscape can be reimagined as a web of connected productive spaces. In contrast to lower density England, in very dense slums like those in Colombo, Sri Lanka, the only real possibility of maintaining vegetated spaces may lie in their use by poor residents who can turn the tiniest gaps in the urban fabric into spaces for growing food. Six other examples show how approaching urban agriculture as part and parcel of urban nature can help strengthen community, build knowledge, transform the living space, redesign home, turn roofs and other hard built surfaces into green areas, while producing food on a scale that cannot be dismissed as symbolic.

The talk concludes with some broader reflections. The range of contributions that urban agriculture makes to urban nature is analyzed, such as empowerment of urban population, expanded access to nature, and multifunctionality of food growing. On the other hand, the range of conflicts between urban agriculture and urban nature is also recognized, from productivism to control to appropriation of space. The talk

concludes with some final considerations, including: how urban agriculture can serve to reimagine urban parks, green spaces and landscapes; conversely, how nature can be used as a lens to view urban agriculture; and lastly, what the implications of this regard of urban agriculture as urban nature are for urban and regional planning.

Nature in the city: green, blue, brown and social

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The idea of **Town Planning** appeared after the industrial revolution as a set of principles aiming to make cities better, based on the public interest

Environment is understood as a set of physical, chemical, biological and social factors likely to have a direct or indirect effect, immediate or long-term, on all living creatures, including man (IBGE, 2004, s.p. 2a ed).

The **nature as environment** is one more "subject" of the "social contract"; a large territory to be demarcated

Nature is present in the city under different aspects: In the water, as regards sanitation: supply of fresh water, destination of sewage, drainage and flooding; the vegetation in its relation with the climate, with contemplation and leisure; the air in the regard to its quality and to the impacts of pollution and production of carbon.

The social contract around environment frequently disadvantages weaker members of society through interventions that invoking the public interest and the environmental benefit disguise a practice of social exclusion. It consists in removals of poor and informal settlements along streams, lakes and watersheds what may be summed to large urban projects at the edge of the most valued areas of the city, as it is the case highlighted in this article.

In Brazil, in the 80s it took place the institutionalization of the environmental question by its translation into a dimension of public policy. It has been created the National Environmental System, at the federal level, focusing mainly on the protection of forests. On the other hand, planning and regulation of cities are assigned to

municipalities since the colonial period, in which it was exercised by the House of Chamber, constituting local responsibility since then. The both systems cross one to another in the city

It is urgent to discuss the concept and specificity of the urban environment, observing it in all its dimensions, in a context in which the great social inequality causes that the difficulty of access to housing occupies a place of centrality in the approach to the cities and to the environmental issue.

These questions put in opposition two kinds of rights: one expressed by the concept of “diffuse interests”, other by the concept of “social rights”.

Diffuse interests are those indivisible ones that supposedly apply to all, such as the access to good quality air. It includes the environment and the urban regulation. On the other hand, social rights are those related to acquisitions, such as education, health, transport, housing.

Is considering these points that one must think about the meaning of “Public Interest”, whose promotion is the founding reason of Planning

A mitigation policy and the search for technical solutions that enable adequate treatment of informal settlement and environment is starting in academic circles and in some municipal experiences in interesting cases of intervention. The regularization of informal settlements and slum upgrading are the evidence of a paradigm shift in which the provision of infrastructure and stability of these settlements begins to be understood as environmental improvement - provided with alternative techniques, with low impact and countervailing solutions.

Prior research and outreach activities developed in last years moved in this attempt particularly in areas close to water sources and streams banks in the search for alternatives to regularize and qualify poor settlements. In the same sense, with the same concept of qualification of local conditions we worked in forms of densification in central areas, attempting to ensure environmental quality, in terms of ventilation, insolation and public spaces

Counting on this background it is possible to analyze the nature of the “Public Interest” in an urban intervention in São Paulo where the discourse of environmental benefit supports a project of “making green” exactly the area of slums in a region at

the edge of a valued neighborhood, an area of great real estate interest. It is the case of “Operação Urbana Consorciada Água Espreiada” – OUCAE

The OUCAE consists in a group of interventions coordinated by the Municipality, through the Municipal Urbanization Company (SP URBANISMO) aiming the improvement of the urban, environmental and social aspects of this specific area.

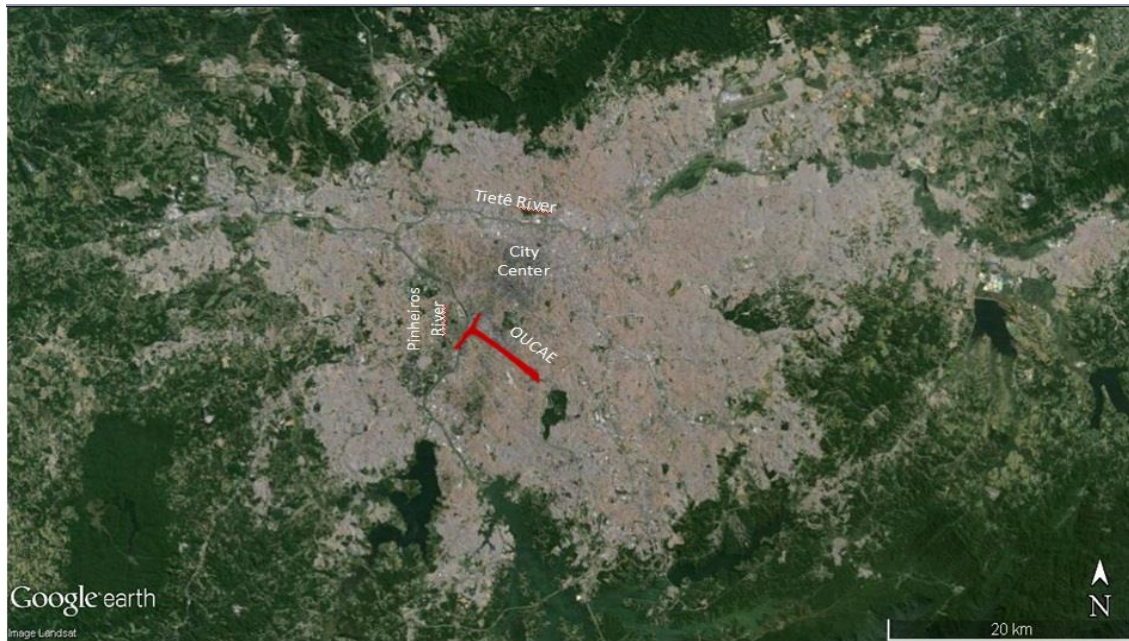
It covers an area of 1400ha in the south-west of São Paulo near the local airport, between the United Nations Av. (margin of the Pinheiros River), one of the main expressways of the city and a very wealthy location, and the Imigrantes Highway that goes to the coast. Both roads are supposed to be connected by an avenue along the stream. Both sides of the stream are slum areas and the OUCAE is supposed to comprise the reallocation of the families, the recovery of the stream, the improvement of the drainage, the offer of green areas. This should involve the green, the blue, the brown and the social.

If these are the questions, many different projects for improvement could be done. But regarding the slums location (in gray) and the huge area of the proposed park, one may argue: The reason for Planning is the Public Interest. But what is effectively Public Interest? What does mean nature and environment for Public Interest in a case like this?



The park and the slums

Source: SP Urbanismo, Operação Urbana Água Espreiada, 2016.
http://www.prefeitura.sp.gov.br/cidade/secretarias/upload/desenvolvimento_urbano/sp_urbanismo/arquivos/OUCAE_caderno_GESTAOURBANA.pdf



São Paulo with metropolitan sprawl and OUCAE location

Source: Author's drawing on Google Earth base map

Landscape in the city

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This abstract highlights various aspects of provision of public domain which includes open spaces, roads & public amenities in cities and towns in Indian subcontinent. It also highlights siting of a city in the landscape with the consideration of ecologically sensitive areas around. The magnitude and spatial distribution of green spaces in urban context is primarily the result of the planning and evolution process of cities. It is also important to look at the availability of spaces related to the public and private domain at various scales of planning & design starting from the individual dwelling unit, cluster level, community level, neighborhood level, local area planning level City level and also in the context of metropolitan region.

In the Indian context, though the overall urbanization level is relatively low at around 30% of the entire population, but there is emergence of megacities with more

than 5 million population. There is significant rural-urban migration with high population growth. Smaller towns are not growing in size. However there is also emergence of cities with population of million & above. It is observed that larger cities offer more employment opportunities and as a result around 20-50% of the population in large cities live in slums & squatter settlements occupying land earmarked for public open spaces and social facilities or other ecologically sensitive areas.

The rapid expansion of megacities calls to regional planning approach to deal with rural – urban interface without which haphazard development would have occurred in ecologically sensitive areas or in fertile agricultural land. Indian cities are much more compact at the core with less space for public domain and consequently needs an approach to spatially expand the cities with transit oriented development corridors rather than outdated concepts of satellite towns as borrowed from the British Planning Legacy.

Absence of land development mechanism other than land acquisition makes it very difficult for urban local bodies to provide adequate spaces for roads, open spaces and social facilities which results in extreme congestion in most parts of the cities. Existing waterways have been encroached in some cities; hills have been cut and thus resulting in severe environmental degradation, which often result in frequent flood & landslides during monsoons.

There is a need to look at provision of affordable housing for the poor in the form of sites and services schemes rather than multistoried flats; besides improving the existing slums. We can learn a lot from our historic cities and reinterpret it in today's context to design & build our new cities with emphasis on public transport, bicycle and pedestrian movements. Indian cities should have low-rise high density, which is appropriate to the climate, culture and lifestyle of the majority of the urban population built form.

Small and medium-sized towns: role and policy challenges in a globalized world

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During the last decades, metropolises and large city-regions around the world have been considered by many scholars and policymakers as the main drivers of development (Friedmann, 1986; World Bank, 2009). Within the context of the current economic slowdown in many countries, large cities are seen again as catalysts. Economists claim that urban location advantages augment when the city size increases due to externalities that stem from investments in public services, large markets of outputs, and large and diversified markets of inputs. In contrast, small and medium-sized towns have been left aside and far less a subject of a scientific discussion (Bell and Jayne, 2009). But critical views have emerged. For instance, J. Robinson (2002) argues that urban research has been dominated by studies on large cities in developed countries. Through the concept of “ordinary cities”, she claims that all cities, regardless of their size or location, show dynamic and innovative aspects; and at the same time they face constraints and challenges. In the global South, it seems important to explore the role of small towns within rapid urbanization. On other continents, and especially in Europe, how can secondary towns contribute to territorial cohesion, for instance in rural and peripheral regions undergoing ageing and depopulation? Another challenge currently faced by many small and medium-sized towns is their dwindling financial resources, which, in turn, makes municipalities

vulnerable to political pressure. So far, there is little detailed research available on this topic. Small, medium-sized, second towns or intermediate cities can prove to be dynamic. They perform diverse functional roles: manufacturing towns, communication nodes, touristic places, university towns... (Bolay and Rabinovich, 2004). The town's economic performance (positive or negative) is not necessarily determined by size. Besides, the dynamism can also be social. Bitoun (2006) notes that there are "cities of social responsibility", that is, that respond to social demands. This can occur in areas where urbanization is thin and where there is no metropolis. Any cross-national comparison of small and medium-sized towns shows a huge variety of definitions. Brunet (1997, p. 188) wrote that the medium-sized town is an "unidentified real object", meaning that such places are undeniably a stratum of the urban system while it is hard to define them by standardized criteria. Most authors use the size of the population as a reference, but nevertheless, a lower limit for identifying a "small town" is 250 inhabitants in Denmark, 5,000 in Austria and 30,000 in Japan (Servillo et al., 2014). The approach by the size may not be enough: it is too closely associated to the idea of urban hierarchy. In a globalizing world, relations between cities can also be horizontal and transverse (between different urban systems), showing that the hierarchy is combined with urban heterarchy (Sposito and Catelan, 2014). This session brings together a number of contributions dealing with small and medium sized towns in various national and continental contexts. It is open to planners, geographers or regional scientists presenting conceptual developments, research results and critical policy messages on the following and other related topics: - The social and cultural capital of small and medium sized towns - The new roles of medium and small cities in the globalization period - Small and medium towns in the orbit of metropolitan systems: commuting, tourism, and the knowledge economy - Can planning (and what type of planning) make a difference in terms of performance? Session organizers: Christophe Demazière, University of Tours, France Maria Encarnação Beltrão Sposito, University Prudente, Brazil References BELL D., JAYNE M. (2009) Small Cities? Towards a Research Agenda. *International Journal of Urban and Regional Studies*, 22 (3), 683-99. BITOUN J. (2006) Observar em redes: implicações políticas, geopolíticas e técnico-científicas, Conference held in "Seminário Internacional Cidades na

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Sport Mega-events, ambitions and disappointments: a never-ending history of conflicts and struggles?

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The Olympic Games in the Twenty-First Century: Celebration

Capitalism and Its Discontents

Christopher Gaffney

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Flows, circulation and accumulation: the perverse logic of the event

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The making of Olympic City and the signs of crisis in the globalitarian model

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The Olympic Games in the Twenty-First Century: Celebration

Capitalism and Its Discontents

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Introduction

This paper features two main parts. First, I elucidate the theory of “celebration capitalism,” the affable cousin to Naomi Klein’s “disaster capitalism.” I argue that celebration capitalism helps us organize our thinking on the modern Olympics and best

captures the political and economic dynamics at the heart of the modern Games.² Second, I explain how celebration capitalism played out at the 2010 Vancouver Winter Olympics, the 2012 Summer Games in London and the 2014 Winter Olympics in Sochi, Russia. I conclude by linking celebration capitalism to the upcoming Rio 2016 Summer Games.

Celebration Capitalism

The 1984 Los Angeles Olympics were the first full-fledge corporate capitalist Games. By 1984, the International Olympic Committee (IOC) had, under the guidance of President Juan Antonio Samaranch, started to become the business behemoth we know today. The Los Angeles Games were the first Olympics to be fulsomely sponsored by the private sector. Yet, I argue the 1984 Los Angeles Olympics should be viewed as a neoliberal blip on the wider terrain of celebration capitalism's development. The LA Games famously generated a profit of \$222 million, but that doesn't take into account the hidden public surpluses like transportation infrastructure, policing, and security.

In the early 1980s the IOC felt it needed to diversify its revenue streams so it wasn't so reliant on television-rights money. There was also the desire to control the marketing of the Games and to squelch renegade firms' ambush marketing efforts. With this in mind, in 1983 the IOC established The Commission for New Sources of Financing. Two years later, and in the wake of the markedly commercial LA '84 Games, the IOC founded "The Olympic Programme" (TOP), which later became the "Worldwide Partner Program." Today, corporate sponsors have become ubiquitous at the Olympics. The 1984 Olympics and the corporate sponsorship program have led many to argue that the Olympic Games are a picture-perfect example of neoliberal capitalism—or neoliberalism. Neoliberal capitalism is marked by privatization, deregulation, and the financialization of the economy. The idea is to deliberately dismantle the social welfare state while snuffing out Keynesian principles and programs. Neoliberal capitalism's much-recited mantra is to let the market decide.

However, the Olympics themselves are not fundamentally a neoliberal affair. To

² For a more detailed explanation of the theory, see Jules Boykoff, *Celebration Capitalism and the Olympic Games*, London and New York: Routledge, 2013.

be sure, the modern Games emanate neoliberal capitalism in several ways. The Olympics have become much more commercialized as private capital has taken on a higher profile in regards to corporate sponsorship. Also, private security firms have assumed a larger role policing the Games. Yet, the public routinely pays for a large majority of Olympic costs, rather than privatizing them, and corporate sponsors hold a privileged position for future pacts—the free market does not “decide.” Rather than deregulation, we see a stringent regime of rules and regulations emanating from the IOC. Rather than economic financialization, where fictitious funds are ferreted away in abstract configurations, we get public debt, strict payment schedules and all. In fact the Olympics Games are a prime example of “celebration capitalism,” a specific formation of capitalism that in many ways slices against the neoliberal zeitgeist.

To understand celebration capitalism we first have to consider Naomi Klein’s “disaster capitalism.” In *The Shock Doctrine: The Rise of Disaster Capitalism* Klein explains how neoliberal capitalists capitalize on catastrophe. With “disaster capitalism,” the goal is to exploit social trauma. Disasters—like wars, hurricanes, military coups d’état, terrorist violence, and severe economic downturns—spark collective states of shock that can soften up the citizenry to extract significant concessions. In the aftermath of disaster, capitalists team up with their collaborators in government to install neoliberal policies rooted in privatization and deregulation where they previously did not exist.

In reality, capitalism is a nimble shapeshifter, and our present moment features an array of actually existing capitalisms. The two I’ll discuss today are disaster capitalism and celebration capitalism, which both occur in states of exception: catastrophe and exuberance respectively. Both modes of capitalism carve a path for politicians and their economic allies to advance policies that would be impossible during normal political times. And both disaster capitalism and celebration capitalism undercut democratic processes. However, while disaster capitalism leads to the weakening of the state and the installation of neoliberal policies, celebration capitalism deploys state actors as strategic partners, putting forth public-private partnerships—rather than full-on privatization—as the dominant mode of economic transaction. In the context of the Olympics, these public-private partnerships are frequently lopsided: the

public pays more, and takes on more of the risk. Disaster capitalism and celebration capitalism complement each other, teaming up as a devastating one-two punch, with celebration capitalism clearing a path for disaster capitalism, and vice versa.

In the context of the Olympic Games, celebration capitalism exhibits six essential elements. First, it occurs during a state of celebratory exception where the normal rules of politics can be temporarily suspended. Second, the IOC and the mass media combine as a linchpin in creating and trumpeting a political-economic spectacle. The IOC plays a pivotal role choreographing the spectacle, feeding narratives and images to the machine. A third dimension is festive commercialism that rallies public backing for the Games. Fourth, celebration capitalism depends on the formation of public-private partnerships that are often lopsided in favor of private entities in terms of input and risk. In short, the public pays and the private profits. The public is fed a steady stream of promises about how the Olympics will bring an economic boon, but independent academic economists have consistently demonstrated that this is simply not the case. Fifth, celebration capitalism is buoyed by the feel-good claims of environmental and social sustainability. In the 1990s, the IOC added sustainability as another vital arrow in its rhetorical quiver. Finally, celebration capitalism gives a big boost to the security industry and local policing units responsible for preventing terrorism, corralling political dissent, and safeguarding the festive spectacle. The security structure designed to thwart terrorism can also be deployed to suppress or intimidate acts of political dissent

Celebration Capitalism in Action

Celebration capitalism exhibits these six central features, but it takes distinctive form depending on the political and historical context. Next I take a look at how celebration capitalism has played out with the Vancouver 2010 Winter Olympics, the 2012 London Summer Games, and the 2014 Olympics in Sochi, Russia. I conclude by talking about how celebration capitalism relates to the Rio 2016 Games.

Vancouver 2010 Winter Olympics

When it came to Olympic financing, Vancouver promoters went along with celebration capitalism's rhetorical formula: understate the costs and overstate the benefits. This came as no surprise, since heavy-hitters from Vancouver's moneyed

classes were the bid's hard-drivers, and they stood ready to benefit. Originally, boosters estimated the Olympic price tag at about \$1 billion. By the eve of the Games, costs had expanded to \$6 billion. Once the post-Games Olympic hangover wore off, estimates soared to a sobering \$8-to-10 billion. When private developers failed to complete the Olympic Village, the public was forced to step in and pay. The Village was supposed to be the crown jewel of Olympics-inspired development and a money-maker for the city. Instead it hemorrhaged public funds.

Military-grade security measures have become standard procedure for host cities during sports mega-events, and Vancouver was no exception. In Vancouver's Olympic bid, the security budget was estimated at \$175 million, but eventually it skyrocketed to more than \$1 billion. The Olympics prompted the formation of the Vancouver Integrated Security Unit, an assemblage headed by the Royal Canadian Mounted Police and comprised of more than 20 policing agencies. In the end more than 17,000 security agents descended on the Olympics. More than 1,000 surveillance cameras were installed to monitor movement. Helicopters and CF-18 Hornet fighter jets patrolled from above, while below police with semi-automatic weapons attended events and anti-Olympic demonstrations. Security officials obtained a military-grade weapon called a Medium-Range Acoustic Device, or MRAD, though after pressure from activists and civil libertarians, it was forced to disable its weapons function.

In terms of sustainability, a report from the University of British Columbia's Centre for Sport and Sustainability, greenhouse gas emissions increased steadily during the delivery phase of the 2010 Winter Olympics in Vancouver and rose eight-fold_during the Games themselves. Moreover, the expansion of the Sea-to-Sky highway linking Vancouver to Whistler passed through Eagleridge Bluffs, jeopardizing plant and animal life in this unique forest ecosystem—including a well-established Douglas fir stand and endangered red-legged frogs.

This environmental destruction instigated political activism. Much of the protest was led by First Nations activists. Compared with other provinces, First Nations peoples in British Columbia have a distinctive relationship with the government. Whereas indigenous peoples across other Canadian provinces signed treaties with colonial settlers, in British Columbia such treaties were rare. By and large indigenous

people had not ceded the lands on which the late arrivers had settled. This unique situation afforded strategic leverage to indigenous peoples in Canada: First Nations, Inuit, and Métis. This history also gave rise to one of the most widespread anti-Olympics slogans from Vancouver: “No Olympics on Stolen Native Land.”

London 2012 Summer Olympics

London’s bid estimated the total costs of the Games at \$3.8 billion. But by 2007 that figure had ballooned to \$15 billion. Activist Julian Cheyne ran an independent cost tally that put the total at \$21 billion. A Sky Sports investigation calculated the price tag to be \$38 billion. London Mayor Boris Johnson harangued the “doom mongers” for raising questions about the economics. All the while, boosters ignored an official government report that found hosting sports mega-events “*appear to be more about celebration than economic returns.*”

The public-pays-private-bails theme crystallized in the construction of the Olympic Village where athletes were housed during the Games. The Olympic Village was to be financed by a private developer but the 2008 economic collapse and attendant credit crunch led private capital to abandon the project, leaving the British government in the lurch. In Spring 2009, Olympics organizers were forced to admit the Village would be “fully nationalized”—in other words, paid for by British taxpayers. London organizers ended up selling the Village at a taxpayer loss of £275 million to the Qatari ruling family’s property firm.

Significant sums of money were spent on militarizing the public sphere. The Ministry of Defense stationed Rapier and Starstreak surface-to-air missiles in various locations across London, including atop apartments in residential neighborhoods. During the Games, the city’s airspace was patrolled by Typhoon fighter jets and Puma helicopters, replete with trained snipers who had the option to use lethal force. The Metropolitan Police acquired more than 10,000 plastic bullets and set up mobile stations to facilitate swift deployments and bookings. The *BBC* reported that Olympic security had obtained a Long Range Acoustic Device (LRAD), the military-grade weapon battle-tested in war zones and big brother to the MRAD purchased for Vancouver 2010. In addition, more than 18,000 military personnel policed Games venues, thanks to the fact that in the weeks prior to the opening ceremony, G4S, the

private security firm entrusted to supply bag-checkers and other security personnel, announced it would fall short of its promised 10,000 guards.

Also, to the chagrin of many in London, more than 250 miles of V.I.P. traffic lanes were reserved not just for athletes, medics, and I.O.C. officials, but also for corporate sponsors. Regular folk were not allowed. Speaking of sponsors, the London Games were a corporate bonanza. Eleven “Worldwide Olympic Partners” (Acer, Atos, Coca-Cola, Dow, GE, McDonald’s, Omega, P & G, Panasonic, Samsung, and Visa) supplied the IOC with approximately \$1.1 billion, with each firm furnishing about \$100 million. And while these corporations received a lot of attention in London, we ought to remember that, true to celebration capitalism, corporate sponsors were responsible for only about 12% of the overall cost of the London Games, with taxpayers left to pay a bulk of the remaining 88%.

London 2012 organizers began something new called a “sustainability partner” sponsorship program that included BP, BMW, BT, Cisco, EDF Energy and GE. Dubious corporate sponsorships gave rise to an innovative activist action: the Greenwash Gold Campaign, which focused on BP, Rio Tinto, and Dow. Activists produced three short, snappy, animated films on BP, Dow, and Rio Tinto, and asked people to vote on who deserved the gold medal for greenwashing. With the Deepwater Horizon oil disaster along the Gulf Coast fresh in the public mind, BP was a prime bull’s-eye for greenwashing.

Sochi 2014 Winter Games

The Games were Russian President Vladimir Putin’s pet project. He played a vital role in securing the bid and views the Games (as well as the 2018 soccer World Cup, which Russia will also host) as a chance for Russia to shine on the world stage. But he won negative media attention when he signed anti-gay legislation into law in the summer of 2013. The law forbids “propaganda of non-traditional relationships to minors.” Violators are subject to large fines, while foreign nationals can be deported under duress after being detained for two weeks.

But more quietly, celebration capitalism proceeded apace in Sochi, taking on distinctly Russian characteristics. Sochi bid documentation initially projected Olympic costs to be \$10.3 billion, but since then the five-ring price tag jumped to \$51 billion,

making them the most expensive Olympics ever—and more than all previous Winter Olympics combined. Public-private partnerships took distinctly Russian form. The Russian state essentially strongarmed the financing of the Olympics. Russian capitalists who capitalized off the oligarchic bacchanalia of the Yelstin years were allowed to keep their billions on the condition they furnish millions to finance the Games. As such, private investment—which at first glance appears substantial—is misleading. The goal of private contributions was not so much to generate profits as to ingratiate firms with the federal government. One example of a prominent oligarch that has stepped up to finance the Games is Vladimir Potanin. Potanin, who heads a large metals company, (Norilsk Nickel) began constructing his Roza Khutor ski resort even before Sochi was awarded the Games. He supplied \$2.5 billion. Corruption in Sochi was rampant. Some estimate that a whopping \$30 billion in Olympic spending was lost through corruption. One road connecting Sochi venues cost an astonishing \$200 million per kilometer.

The Russian government declared 2013 to be the “Year of the environment” and the IOC announced that Coca-Cola, a longtime Worldwide Olympic Partner, would receive a “Sustainability Award” for its work in the Black Sea region and Dow would be an “Official Carbon Partner” tasked with minimizing Sochi 2014’s carbon footprint. Nevertheless, in 2010 Greenpeace and the World Wildlife Fund severed ties with Russia’s state-owned construction firm Olympstroy, which the NGOs blamed for dumping heavy metals and industrial waste. In 2009 the Russia-based group Environmental Watch on North Caucasus lodged complaint that the natural gas giant Gazprom was despoiling a protected nature reserve in order to build the road connecting Sochi to the Olympic Ski Complex. A few years later, in February 2013, the group issued an open statement to the IOC asserting that deforestation and the release of toxic effluents had degraded the natural landscape in the Sochi region. In December 2013, one of the group’s leaders—a vociferous critic of the Games—was handed a suspicious three-year jail sentence for “destroying property.”

In the lead-up to the Olympics, Russia passed an array of laws to squelch dissent. One law mandates that “politically active” NGOs that receive funding from outside Russia must register as a “foreign agent.” Another law features a vague

definition of “high treason” that civil libertarians are concerned could be applied to any Russian who collaborates with foreign groups—especially political activists. In August 2013, Putin issued a decree that banned non-Olympic “gatherings, rallies, demonstrations, marches and pickets” in Sochi between January 7 and March 21, creating a one-month buffer on either side of the Games. He also announced there would be “protest zones,” but the closest one was miles from the nearest Olympic site.

On top of this, the region around Sochi is a geopolitical tinderbox, one of the world’s hottest conflict zones. As such, Russian security officials confront a slew of serious challenges. For starters, Russia is in a longstanding disagreement with Georgia over Abkhazia, which sits approximately 25 kilometers southeast of Sochi. Sochi is also situated near the precarious provinces of Chechnya, Dagestan, and Ingushetia, where anti-Russian sentiment roils. Less than a year before the Games were to commence, Russian officials received a grim reminder of the separatist wars of Chechnya and Dagestan when Doku Umarov, a high-profile Chechen rebel, implored his fellow militants to “do their utmost to derail” the Olympics, which he viewed as “satanic dances on the bones of our ancestors.”

Rio 2016 Olympics

As with previous bouts of celebration capitalism in the context of the Olympics, Rio’s price tag has escalated, from an estimated \$10 billion to what some credible economists estimate will eventually reach \$20 billion. The impending impeachment of Brazilian President Dilma Rouseff has pulled political attention away from the Olympics. This has benefited people such as Rio Mayor Eduardo Paes who has used the Olympics as a trampoline for his political career. But many people across the city are not as sanguine about the Games, including the approximately 77,000 people displaced by Rio 2016, including residents of favelas like Vila Autódromo. While the poor are marginalized and displaced, well-connected political and economic elites are cashing in on the Games (e.g. people like Carlos Carvalho of Carvalho Hosken, the firm responsible for constructing the Olympic Village). Despite the candidature file’s grand promises about cleaning up the water in places like Guanabara Bay, nothing of the sort has happened. The Games may well be the most greenwashed in the history of the mega-event. The Games has prompted protests across the political spectrum,

including fightback from the Comitê Popular da Copa do Mundo e Das Olimpíadas. The global media will be on hand to monitor protests, false promises, and policing practices.

So as we nestle in to watch the next Olympics let's remember that behind the spectacle of athletic prowess and global harmony, brass-knuckle politics and brute economics reign. Many of us will enjoy the Olympic Games by rooting for our favorite athletes. But that doesn't mean we can't demand more out of the IOC so the Olympics can begin to live up to their rhetoric as "building a better world through sport." Changing the entrenched tenets of celebration capitalism is a good place to start. Thank you.

Flows, Circulations, Accumulations: the Perverse Logic of the Event

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Introduction

The organisation and governance of circulations through infrastructure is occupying an ever more central position in social science analyses of urban political economy. Larkin (2013: 328-330) has focused on the relationality of urban infrastructures, suggesting that they are "objects that create the grounds on which other objects operate" and that "discussing an infrastructure is a categorical act. It is a moment of tearing into those heterogeneous networks to define which aspect of which network is to be discussed and which parts will be ignored". The implication is that by choosing infrastructure as a point of departure for critical analysis, we make political choices, turning towards (and away from) specific elements of the urban. In so doing, scholars have examined infrastructure as elements and products of urban circulation (Usher, 2014), policy mobilities (Wood, 2015), economic change (Notteboom and Rodrigue, 2012), technology (McNeill, 2015), and techniques of government (Swyngedouw, 2004). While most of these analyses make explicit the relationships between flows and circulations through an analysis of social and physical

infrastructures, there is a generalised absence of scholarship that examines the centrality of circulations to the specific accumulation regime of a given urban political economy. I hope to fill this gap in the literature by examining the relationships between circulation and accumulation within the context of Rio de Janeiro's mega-event cycle (2005-2016).

In particular, I analyse the function of infrastructure within the accumulation regime of a sports mega-event. I suggest that the ordinary and extraordinary rendering of circulations in the extra-legal context of the event allows for a subsequent capture of rent on the part of the interdigitated actor-networks that come together to produce, perform, and consume the event itself. While this paper will not deal explicitly with the burgeoning literature on infrastructure, it will contextualise the role of infrastructure rendering within contemporary debates regarding the political economy of the mega-event cycle (Black, 2007; Close *et al.*, 2007; Horne, 2004; Müller, 2015).

Before entering into the details of my argument I will first explore the two component elements that sit at the core of the paper's title: circulations and rendition. The first term is critical to Foucauldian analyses of power, particularly in urban centres (Elden, 2007; Usher, 2014). While it will be impossible to go into details regarding the structural concepts of circulation such as discipline, security, and governmentality, I will make the case for circulation as being at the core of urban power dynamics and thus one of the critical components of an urban political economy of the mega-event.

Secondly, *rendition* is a concept integral to treatments of the production of urban space (Gottdeiner, 1985; Lefebvre, 1992; Light and Smith, 1998), sitting within the Lefebvrian triple dialectic that relates conceived, produced, and lived spaces. I will suggest that the *ordinary rendering* of urban space and circulations through design and planning (conceived space) structures the quotidian accumulation practices of residents, while the *extraordinary rendition* of those elements has as its goal the capture of rents for a limited actor-network. The key spatial dynamic of the mega-event is one of extraordinary rendition, a double movement that happens through the production of conceived space and direct action in lived space –situations are conditioned by the demands of (and acquiescence to) the event. By exploring the processes and mechanisms under which this happens I hope to show how the extraordinary rendition

of circulations is *the* essential practice of the mega-event accumulation regime, producing urban circulations that become naturalised (or ordinary) infrastructural elements in the urban landscape once the event has passed.

The importance of circulations

As Foucault features in his analysis of the emergence of a police force (and the simultaneous development of the modern *urbe*), the measurement and control of urban circulations was essential to the development of urban political economy and the regulation of market forces (Foucault, 2009). As these mechanisms expanded and grew more complex over time, sovereign political and economic power was exercised through the development and maintenance of circulatory mechanisms, infrastructures, and techniques of analysis and control. In discussing the mechanisms of an emergent governmentality, Foucault comes to rest on the *milieu*, “the space in which a series of uncertain elements unfold...the medium of an action and the element in which it circulates. It is therefore the problem of circulation and causality that is at stake in his notion” (Foucault [2004]2007: 20-21). Furthermore, the *milieu* is, “that in which circulation is carried out” (ibid. 21). So the question of circulation, as seen through the space of the *milieu*, is that through which a territorial sovereign, “tried to affect, precisely, a population” (ibid. 21). Or as Dillon and Lobo-Guerrero suggest, the regulation of circulation became the “space of operation for biopoliticized security practices” and the “problematic of biopolitical security apparatuses is fundamentally that of securing the contingent freedom of circulation” (Dillon and Lobo-Guerrero, 2008: 280-282). Circulation, then, is both the principal and physical medium through which biopower is exercised in the context of the city.

Welch compliments these perspectives by suggesting that the organisation of circulation is a means of organizing the flows and vectors of power (Welch, 2008). And within a political economy framework, because circulation depends on production and production presupposes circulation as its “developed moment”, then circulation (as the *milieu* upon which security is focused) needs to be understood “within the totality of capitalism” (Aradau and Blanke, 2010: 9 – 10).

So it is through circulations that biopower is exercised and capitalism functions. Circulations are therefore critical to the understanding of urban dynamics, including

processes of securitization, control, and governance. If Foucault's milieu is the space of circulation, then the "the deployment of mechanisms of security...is a political technique that will be addressed to the milieu" (ibid. 23). That is, security and governance are largely directed to the production, maintenance, control, and measurement of circulations. Thus, the rendering of circulations is equivalent to the production and governance of the milieu, one of the key elements through which sovereign power is developed and exercised, as well as one of the fundamental sites of exercising control over populations.

While Foucault's observations were directed at the emergence of early-modern Western European towns, many of the conceptual frameworks can be applied to the contemporary metropolis. As with the incremental sophistication and expansion of discipline and security apparatuses that conditioned the expansion of the milieu, the same kinds of security dispositifs organise and govern circulations within the modern metropolis. The impacts upon urban centers become faster and deeper with globalisation, leaving ever-deeper imprints. This is particularly true when coalitions of actors seek out large scale events that are designed to bring major transformations in a compressed time frame. Bid coalitions (local actor networks) seek to increase flows of information, people, and capital to and from the host city (Gaffney 2017). These flows must be transformed into circulations so that capital accumulation can come to fruition.

The circulatory qualities of infrastructure have become a key site of investigation for analysis of the instruments, mechanisms, technology, and targets of governance (Carse, 2014; Daró, 2011; Graham and Marvin, 2001; Kaika, 2005; Renzi and Elmer, 2013; Swyngedouw, 2004). Thus, in order to pursue an emergent political economy of a mega-event, then we must consider the ways in which infrastructure is secured, the ways in which the milieu of the mega-event functions to render circulations, and the temporal and spatial dimensions of the event itself.

Ordinary and Extraordinary Renditions

Exploring the meanings of the word *rendition* is a prelude to developing the paired concepts of *ordinary rendition* and *extraordinary rendition of circulations*. The English *render* comes from the French *rendere*: "a return especially in goods or

services due from a feudal tenant to his lord”(Websters.com 2017). The sense of “giving up,” “delivering,” or “handing over” that is at the root meaning of render is etymologically linked to *surrender*, an admission of defeat in war. In law, *rendition* is also considered to be the act of surrender or handing over of persons or property, particularly across political jurisdictions through processes such as extradition. Rendition also extends to jurisprudence, either by delivering a judicial decision or through the execution of a judicial order. In design and architecture, render means to draw, represent, depict, or reproduce and is perhaps the most commonly used form of the word today. My use of the term will encompass all of these meanings, connecting them to the generalized structural conditions of urban political economy.

As I have discussed elsewhere (Gaffney, 2013, 2016), a mega-event bid coalition (actor-network) renders the aspirant Olympic City through the production of dossiers, academic, government, and industry reports, bid documents, and marketing tactics as part of a years’ long process of inserting a city or country into the mega-event accumulation regime (see also, Feddersen et al., 2007; Lauermann, 2015; Shoval, 2002). The urban, design, and architectural renderings of urban space (what would be Lefebvre’s’ representational space) are accompanied by discursive framings of the “Olympic City” or “FIFA World Cup host” that are precisely calibrated to appeal to the aesthetic tastes, cosmopolitan fantasies, and practical necessities of mega-event rights holders: FIFA, the IOC, and the BIE (Bureau International des Expositions).²

The rendering of the event city undertaken by the bid coalition is predicated upon a *status quo ante* circulatory framework in the proposed host city. These pre-existing circulations will most likely have been produced through “ordinary renditions of circulation” – that is, they have likely occurred through whatever qualifies as non-exceptional conditions of urban governance in the particular context. For the purposes of my argument, I am assuming that

² For clarity and simplicity, I will use the Olympics as a paradigmatic place-holder for all mega-events.

all pre-Olympic cities that have had their circulations ordinarily rendered. While this is clearly not always true (Italy's 1934 World Cup and Berlin's 1936 Olympics come to mind), I define ordinary rendition as a condition of infrastructural provision, use, agency, and action consistent and coeval with the prevailing political economy of a city and its governance framework that occurs through longitudinal urban planning documents, functioning regulatory agencies, and idiosyncratic, yet banal, renditions of circulatory mechanisms.

When an actor-network / coalition coalesces around the event (Feddersen and Maennig, 2012; Gusmão de Oliveira, 2015; Hiller, 2000), the "extraordinary rendering" of the mega-event city through the bid documents is predicated upon the use, modification, or upgrade of these pre-existing circulatory pathways: roads, train systems, broadcast capacity, airports, tourist sites, hotels, sports venues, etc. Thus, under a state of non-exception, urban circulations are ordinarily rendered and rents are directed ordinarily – not necessarily justly or optimally or unchangingly. A brief example from Rio de Janeiro will illustrate.

In Rio, the ferry, metro, train, highways, and bus lines (as well as phone, water, and electricity) are operated as private concessions. The state typically finances the construction of infrastructure projects but following a series of privatizations in the 1990s no longer has the institutional capacity to build or operate circulatory infrastructure. Thus, prior to the emergence of a series of sports mega-events, the public authorities (in conjunction with real-estate firms, bus companies, and civil construction firms) proposed, contracted, financed, and auctioned off urban circulatory pathways that conformed (theoretically) to the demands and projections articulated in urban planning documents such as the City's Master Plan or the State's Metropolitan Transportation Master Plan. The conditions in which these pre-event urban circulations were ordinarily rendered (even though they were fraught with conflicts of interest, collusive practices, and poor quality), defining the conditions of urban mobility in the metropolitan region (Lessa, 2001; da Matta et al., 2010).

My point here is that the ordinary rendition of circulations – realized through planning documents, construction contracts, and physical infrastructures (which

cannot be separated from their social and political networks) – are fundamental to the *ordinary conditions* that define a given urban political economy. The economic, political, and social relationships that structure flows and circulations in the context of capitalist modernity comprise a field of study unto themselves, perhaps most eloquently articulated by the Brazilian geographer Milton Santos through his exploration of the dialectic of *fluxos* and *fixos* (Santos, 1996). Santos notes that one of the structural conditions of the modern world is a heightened demand for fluidity that opens the possibility for the ever more rapid and deep circulation of ideas, people, messages, products, and capital that act in service of hegemonic powers. The very condition of fluidity is predicated upon fixed technical networks – infrastructure – that are in constant search of greater efficiency. Thus, “fluidity is, at the same time, a cause, a condition, and a result (Santos, 1996:267)”.

In this assessment, further developed by Harvey (1991), Santos highlights the transformative and performative roles of fixed infrastructures upon flows. As flows are transformed into circulations through the building and management of infrastructure (Santos, 1996: 266–279), they feed into and off of forms of production which, “presuppose circulation as its developed moment while circulation realizes the value that is the result of production” (Aradau and Blanke 201). Therefore, security (and the governance of circulations in particular), needs to be understood within the totality of capitalism (Moore, 2015). As a wide array of authors have emphasized in recent years, the accumulation regime of the mega-event, or *Celebration Capitalism* (Boykoff, 2013), cannot and should not be separated from macro-economic analyses (Baumann and Matheson, 2013; Malkoutzis, 2012; Preuss, 2004; Zimbalist, 2015).

In the next section I will examine the particular case of Rio de Janeiro, demonstrating how the realisation of a decade of sports mega-events extraordinarily rendered circulations in the metropolis. This happened in four distinct ways that follow from the definitions I have laid out above: 1) the projection of urban spaces associated with the events (urban design and architectural rendering) created an Olympic Imaginary that was later brought into fruition through a series of extra-legal mechanisms and specific state and non-state interventions in urban space; 2) the contracting and construction of event-related infrastructure allowed for the capture of

public monies through corruption and collusion, extraordinarily rendering capital into the accounts of Brazil's mega-event coalition; 3) FIFA and the IOC were able to maximise their profits through the extraordinary rendition (capture / surrender) of circulations during the events; 4) the resultant change in urban circulations has allowed for a continued capture of rents on the part of some constituent elements of the decaying (or disarticulating) event coalition while limiting the accumulation potential of the majority by circumscribing (through omission and direction) their ability to circulate, and thus accumulate, in the city.

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Informality and planning education: opportunities for innovation?

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The global financial crisis and subsequent austerity measures in the North and South have brought into stark relief, the limitations of the formal economy in absorbing labour, and the diminishing role of the state in providing access to basic services and housing. Further, in many cities of the South, institutional and legal provisions remain detached from the everyday urban realities and are unable to create a platform for inclusive city planning and service provision. Informal urbanization has therefore continued to become a feature of cities in the global South, as evident in the proliferation of informal settlements on the fringes and on 'leftover' land in urban spaces and the increasing importance of the informal economy in providing livelihoods to many. The traditional approach to urban planning, one that emphasizes predictability and control, is ill equipped to deal with the scale at which informality manifests in cities of the global South. Informal settlements not only make up a large portion of the global

South cities but are also a dynamic part of them in physical, social and cultural terms. Fiori and Brandao (2010: 188) argue that “Urban informality is inexorably interwoven with the city as a whole – at all scales and levels – and has to be seen as another way of being in the city and constructing it.” Informal settlements are also seen as innovative and creative: “Today we recognize the innovative genius of the urban poor in taking advantage of the specific cultural opportunities to survive and improve their living conditions.” (AlSayyad, 1993: 5) . In terms of the built environment they are subject to different interpretations: “We do not believe ‘informal’ means lacking form. It implies, for us, something that arises from within itself and its makers, whose form has not been recognised, but which is subject to rules and procedures potentially as specific and necessary as those that have governed official, formal city-making.” (Brillembourg & Klumpner, 2010: 120) . In this sense, informal settlements as an urban and architectonic subject is deserved to be further studied, not only in terms of poverty and marginality but also to the potential contribution to cities. Planning and architecture schools should be the place for this. This panel explores how the phenomenon of informality is addressed in planning and architecture education from the vantage point of five countries, on three continents, in the global South. The main question is whether informality allows for pedagogical innovation. More pertinent questions are: what form does the inclusion of informality in curricula take (does it have to be in the studio...?), the issues and opportunities for knowledge coproduction as well as understanding who learns from whom – and the implications of this question for curricula design, What is the role of formal education institutions in informal areas? What can the students learn and what can the students give to communities? Is informality close to illegal, and in those terms should the aim be to eradicate it, as traditional views imply? Or is informality an alternative, and in that regard should it be permitted and even promoted, as some alternative views suggest? Is informality a step on the tacit journey towards formality, as some traditional and current views argue? Questions that will be addressed by the panel participants’ presentations. The composition of the panel is intentional in enabling south-south dialogue. Nancy Odendaal, current GPEAN chair and Steering Committee member of the Association of African Planning Schools will be convener.

Educating planners for disaster risk reduction

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UNISDR's call to strengthen planners' roles in DRR (video message)

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Disaster Risk Reduction (DDR) and the New Urban agenda

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Current practices Planning Education for DRR in Malaysia

Andrea Frank

Cardiff University, Wales

Pathways of Integrating DRR in Planning curricula

Zorica Nedovic-Budic

University College Dublin, Ireland

How does planning research contribute to education of planners in DRR?

UNISDR's Sendai Framework for Disaster Risk Reduction 2015-2030 is a companion to the Sustainable Development Goals, that seeks to enable governments and civil society to take action to prepare their countries and cities for risks of disasters and climate change now and into the future. This roundtable intends to establish the state of the art from the regional planning networks in how disaster risk reduction (DRR) is addressed in planning education. In a roundtable at AESOP's 2015 conference UNISDR's Jerry Velasquez recently pointed clearly to the potential of spatial planning in increasing the impact of global DRR efforts. Realizing this potential can be achieved if DRR is firmly established as a key focus of planning education in planning schools globally. The DRR curricula should be focused on societal demand

but also based upon sound scientific knowledge and understanding of how DRR methods, legislation and programmes can be effectively introduced into a specific local context. The roundtable will examine to what extent DRR is recognized as a key aspect in contemporary planning curricula. Short reviews will be provided on the state of DRR education in the different world regions to provide insight into the level of attention for DRR issues in undergraduate, graduate and professional planning education. Examples will be provided of how planning for DRR can be introduced and integrated into existing planning programmes and the bilateral connections between research and teaching. Attention will also be given to the multi-disciplinary nature of DRR and how planners interact with other disciplines in response to risk reduction programmes. Recognizing that many planning schools are highly constrained by a lack of financial, technical and human resources, the roundtable will also discuss the feasibility of establishing a network of planning schools for risk reduction that can develop open curricula and courseware that can be shared across the global planning school community. This proposal that builds upon a roundtable organized by AESOP's Resilience and Risks Mitigation Strategies thematic group at the 2015 conference in Prague (see http://www.aesop-planning.eu/blogs/posts/en_GB/resilience-and-risks-mitigation-strategies/2015/10/08/readabout/roundtable-on-risk-and-planning-education-at-aesop-conference-prague-2015 for a short report and three downloadable presentation files.

Insurgences, Conflicts and Planning

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This proposal is based on the understanding that it is in everyday urban conflicts and not only in disturbances and crises, that can be found and seen the social dynamics through which our cities speak. The study of urban conflict, therefore, offers a rich key to reality and urban dynamics readings. And more than that, they can inspire new ways of conceiving and implementing policies and plans. In the face of conflict, main stream points to participatory and businesslike processes, whose core and primary purpose is to avoid, bypass, mediate or resolve conflicts that are seen as dysfunctional, costly, threatening. Civic peace and harmony would constitute, in this perspective, the condition through which the city-enterprise realizes its competitive potential: the polis submits itself to the city, politics gives way to business. Contested Planning, on the contrary, points to and bets on the creative potential of conflict, from which emerge collective subjects that rescue the city as political arena, as a place in which citizens face and confront each other to discuss and arbitrate the urbe's fates. Now it is the polis that imposes itself to the city. In Brazil and throughout the World, experiences of social resistance and struggles for territory, has favored new planning practices based on conflict. The meeting will bring together researchers and experiences that have been addressing them. Acknowledging the creative and

innovative potential of such experiences, the debate shall foster perspectives that contribute to the critical theory of urban planning and to the struggle for just cities.

SPECIAL SESSIONS

Rethinking the fight for urban reform in Brazil (and Latin America)

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At the time the new Brazilian constitution was being enacted (1987), after the end of the military dictatorship, social movements came together to form the National Forum for Urban Reform (FNRU), with the purpose of providing a common platform for their fragmentary claims, including public participation in land use decisions and planning policies as well as a newly defined right to the city. This Constitution was vague when addressing the enforcement of the social function of property, and enforcement was postponed until a specific law was passed to regulate it: the City Statute (Federal Law n.10.257/2002), which was enacted 13 years after the 1988 Constitution. In turn, the City Statute displaced the enforcement of its mechanisms onto master plans, in compliance with the Constitution. Most of the master plans drafted after 2001 resulted in vague and general texts that deferred the enforcement of the City Statute's mechanisms to municipal laws. However, to this date, these municipal

laws have not been effective. Although social movements - and also urban planners and lawyers - have celebrated the achievement of a legal framework that restrains property rights, the resistance to its implementation shows that the fight has barely started. Since the enactment of the Constitution and the City Statute, it is possible to recognize the high resistance to the application urban reform platform in Brazil. The law interferes with interests that form an essential part of the Brazilian society. Real property has always been connected to political and economic power. The rule of law is also subject to power relations. At the same time, the City Statute is an inherently difficult law to implement. Besides, City Councils have difficulties on making favorable decisions on the implementation of public instruments aimed at limiting the increase of property prices in urban areas. The law is the result of a long struggle and serves as a reference for social movements that have put many of their hopes for achieving the right to housing and the right to the city into the law's success. The urban reform platform has to date had a larger impact on the discourse of planners and lawyers than on policies of urban inclusion. The excitement the City Statute engendered when it was passed captivated many social movements that had been prioritizing the fight in the legal arena. Looking back, it is possible to say that the FNRU platform has overestimated the importance of the law in the urban struggle. The essential legal provisions achieved by the FNRU in Brazil were not sufficient to fight the structural problems of a historically unequal society in which people's rights, such as their 'right to the city', are not yet assured for the majority of the population. Despite the importance of the legacy of the urban reform agenda, it is necessary to recognize its limits and the constraints for its practical application. Furthermore, the current context of global crisis imposes new challenges for the urban agenda. It seems to be time to rethink the importance of the political dimension of the urban agenda in Brazil. Time to look back and recognize the important moments when the urban agenda has had real achievements in terms of urban inclusion. Achievements that seem to have been conquered through the reinforcement of urban programs that were implemented paradoxically with limited financial resources. For instance, municipal governments in Brazil have had a special importance in setting up an important urban practice during the 80's and 90's, regarding slum upgrading, discussing municipal budgets, and

developing innovative educational, health and social assistance policies – at a time, when the federal level barely financed urban municipal programs. The gains in the political agenda seem to have set an important legacy that can inspire us in recovering the political agenda in the urban fight. This session aims at regarding these victories as the real goal for fighting the right to the city in Brazil, within the Latin American context. The communications will be based on the perspectives of the academia, the municipal and federal governments, as well as the point of view of a social movement on the necessary challenges to be faced in order to deepen the political dimension of the so called urban reform in Brazil.

The urban land question: property, personhood, and politics

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DIS/possessive collectivism: property and personhood at city's end

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Rough landing: planning theory meets C21 urbanism

Raquel Rolnik

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Planning, property and (in)security of tenure under the empire of finance

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Property in auto-constructed cities: how should planners plan?

Urban land question. Planning, property and (In) security of tenure under the empire of finance

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Since it was introduced, as a tool for State intervention in urban conflicts over the use of space in a context of fast urbanization, planning has always been a strategy of establishment control and sovereignty over territories and people.

The practice - which includes urban codes and regulations associated with investments on urban expansion or renewal - is strongly embedded in the liberal thinking prevalent at its birth, a model of socio-political organization where property, rights and citizenship are interweaved .

Private property of land, connected with land appropriation and allocation only through market transactions inscribed within certain contractual rules, which are the forms through which land rent can be extracted and a fundamental element of the capitalist accumulation regime – also have an essential political dimension. According to Polanyi, the freedom of commercializing properties, especially land properties, constitutes an essential part of individual freedom, which is the basis for individual citizenship rights.

However, since then, and still now, land and tenure regimes and modes of creating cities and territories are rather multiple, generating not just one, but several forms of production, appropriation and allocation of space. Planning has never fulfilled its utopia of total order and control of cities, neither the total transformation and submission of tenure regimes to one and only mode of allocating and transforming space.

To theorize these situations, Boaventura de Sousa Santos suggests the idea of a juridical pluralism: the encounter, coexistence and, often, conflict between different juridical orders operating on the same territory, in which one of them – the utopia of a place that could be totally free to circulate, depending exclusively on the individuals will and valued only by the potential of extracting rent – is superimposed as sovereign power over the others .

According to Alex Ferreira Magalhães, a permanent disjuridicization of juridical situations involving lower classes and minority groups , which reflects and replicates socio political and other inequalities, are put in place by planning regulations, as they set the borders between the “official”, “registered” settlements and the “others”, defining thus whose “rights and freedoms” related to land should be protected and promoted, and whose not.

Rather than eliminating the “others”, planning theories and policies have been responsible for generating a territorial stigma: still today, in cities of the developed,

emerging or impoverished world, a discriminatory hegemonic spiel resists, employing ethnic, economic, juridical and spatial elements in order to designate this persistent, in the words of Wacquant, “place of urban outcasts”, a permanently transitory place within/outside the city, in which the political/juridical order can be suspended , anytime.

This process has been known since the origins of capitalism, when the “enclosures of the commons” blocked access to land for former servants, pushing them to proletarianization in cities in a cycle of territorial expansion and dispossession. By then, all kinds of tenements and slums were essential to provide a reserve industrial army to feed the hunger for a cheap and available workforce . In global north and south the conditions of permanence – as well as the possibilities of better accessing urban services and opportunities in cities- has been an arena of political negotiation within and outside the institutional order.

Are the scenes of evictions, foreclosures and dispossessions that we are witnessing today in global north and south the reproduction of the same mechanism in the era of financial capitalism? In the new cycle of capitalist occupation of space, structured by a new relation between capital and space place under the hegemony of financial and rentier capital, land, more than a means of production, is a powerful reserve of value. Expulsions and dispossessions are no longer a machine for the production of proletarians. They are, according to David Harvey, a kind of collateral effect of a new geography, based on the control of “assets” – a capitalised property title which is set in anticipation of either some future stream of revenue or some future state of scarcity. Land – and real state – became more and more an arterial route for the circulation of finance.

To be able to be an investment vehicle, land and built space should be freed from its fixity: the material and legal bonds that relate individuals and communities to territories.

Subprime credit , as well as mass evictions of “non registered” settlements are two faces of the same machinery: by weakening tenure security – including within private property regimes - by generating placeless indebted men and women, finance is the new colonial power that governs cities and territories.

Under this new sovereignty, planning is being reformed, as entire parts of cities – through urban large or megaprojects - are being declared “out of negotiations” within the political and institutional order , to “unlock” their potential to circulate as investment vehicle.

Again, this projects are the new utopia, but never the new reality of cities, which is continuously been produced and appropriated by multiple forms and orders. It is exactly these practices that urgently require attention, nurturing, recognition, and valorization by an insurgent planning.

Formal and informal land and settlement development in African cities: connections and conflicts. The cases of Nigeria, Kenya, Tanzania and Botswana (sponsored by the Lincoln Centre)

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Sub-Saharan Africa is urbanising rapidly with suggestions that many cities will double in size over the next twenty years. This growth is taking place in a context of limited state resources to spend on urban infrastructure, limited urban tax revenue to contribute to the infrastructure demand, high levels of poverty and inequality, low formal job creation and under-capacitated local and national governments. Informal settlements as a form of shelter are the norm rather than the exception in many parts of the continent. A particularly serious concern is that planning and land management frameworks are inappropriate as tools to manage this rapid growth, leaving many African cities with severe urban land use institutional deficits including inappropriate concepts, legislation, norms and standards. Many African cities have a combination of 'modern' and traditional land tenure systems with these processes often working in

parallel with each other. And in addition the intensification of informal and unregulated property markets results in a widening gap between formal and informal sectors as well as growing conflicts between state and non-state actors. This round table will focus on the issue of land and planning conflicts in four major African cities. While the cities themselves (Lagos, Dar es Salaam, Nairobi and Gaborone), and these countries, are very different in many ways, there are significant commonalities in terms of relationships between formal and informal land processes, how the poor attempt to secure land, and how both the state and 'formal' private sector respond to this. At the same time there are new coping strategies, new collaborations and new 'ways of doing' in African cities that could suggest innovative ways forward in the future. The emphasis here is that rather than applying imported 'best practice' models from other parts of the world, many of which are inappropriate to the local context(s), it is important to document, assess and build on emerging and often hybrid approaches. The four papers will focus as follows: Prof Peter Ngau will share results of on-going applied research with Akiba Mashinani Trust. It revolves around improving access to justice in land tenure and basic services for the informal settlements in Nairobi - case study of Mukuru. From this study informality mirrors both the exclusion and coping strategies of the urban poor. The applied research explores options for civic and governmental collaboration to mainstream access to land tenure and basic services through negotiation, incremental upgrading and review of regulatory and financial frameworks. A/Prof Taibat Lawanson will share experiences from on-going research in Ibeju Lekki Lagos. The study revolves around the land acquisition process for mega-project development (Lekki Free Trade Zone) and the consequences on lives and livelihoods of inhabitants of the indigenous communities. The study also looks at the planning framework that governs megaproject development in Lagos. Professor Wilbard Kombe will critically reflect upon the urban land management trends in Dar es Salaam focusing on how the subsisting land tenure regimes influence the formal and informal settlements development patterns. The paper will examine the nature of linkages and cooperation between the formal and informal systems and argue for reconciliation of the two in a manner that improves the quality of outputs of the informal sector – so as to enhance inclusiveness, reduce urban divide and inequalities.

Professor Faustin Kalabamu will demonstrate that informal land deliveries are driven by complex and multi-layered factors rather than a single utilitarian goal of obtaining a place to sleep. Based on evidence and examples from Greater Gaborone, the paper shows that players and driving forces behind informal land delivery processes vary overtime and space in tune with changes in social, economic and political environments. It argues that while early invasions of state land in Gaborone was driven by the need for shelter by the poor, later informal land deals involved land owners, traditional chiefs, business communities and the elite motivated by economic considerations. Invariably, the latest informal land delivery processes in Greater Gaborone have pitted customary land owners against the state resulting in numerous litigations and commissions of inquiry.

ROUNDTABLE SESSIONS

Global young academics & practitioners assembly

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The AESOP Young Academics Network (<http://www.aesop-youngacademics.net/>) is a loosely structured branch of AESOP, which encourages the active participation and exchange of academic work. From PhD students to Post-docs and those starting out in academic positions, the YA Network provides a platform through which the academic leaders of tomorrow can share ideas in an open and inclusive environment, challenging and supporting one another in the attainment of superior academic output. The young academics network has two core aims: - make AESOP a challenging environment for young academics; - open up the structure of AESOP to better encourage young academic involvement. Creating a challenging environment: - form a network of young academics within AESOP; - initiate activities for young academics; - make the AESOP congress more attractive for young academics. Opening up the structure: - ensure that attention is paid to the particular wishes and needs of young academics in the activities of AESOP; - use the opportunities offered by internet to make the organization more accessible and interactive, and to disseminate useful information. Participants and discussants: • Coordination Team of AESOP Young Academics • Other academic association (like young members of ACSP, AECURN, etc.) The roundtable concerns the need of networking among the young academics and practitioners in the field of planning and

urban studies. The aim of this meeting is to share the common knowledge and experience among the different young academics associations, coming from different academic communities. The roundtable will be held by the recognized association AESOP Young Academics Network and has the goal of interact with other young scholars and practitioners from all over the world strengthening the link and the relations. During the roundtable AESOP YA will present work and activities of the network, showing their specific identity and possible common points of interests and partnership with other young academics networks. The main activities and projects of AESOP YA are: YA annual conference and other events (PhD workshop, joint conference sessions, etc.), online open access journal “plaNext”, YA blog, YA booklet series “Conversation In Planning”. The roundtable will be a chance to meet and discuss. The debate will be around challenges and issues of young academics and practitioners, focusing on possible joint initiatives among the different networks and congress participants. Joint activities could be organised in the future, like joint events and conferences, common call for papers for journals in the planning and urban studies field, and partnerships in research projects. The roundtable is open to all the participants of the Congress, to share their ideas and to get to know the young academics realities. The aim is to involve firstly the others young academic associations (like AECURN and other groups), but the floor would be open to suggestions and comments from all the Congress participants in order to understand what are the needs and the ideas from and for the global young academic community.

Porto Maravilha: Rio de Janeiro's port revitalization project in critical perspective

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This panel takes a critical look at Porto Maravilha, an emblematic yet highly controversial urban mega-project that seeks to revitalize Rio de Janeiro's old port district. Launched in 2009 as part of Olympic-related urban transformations, this project represents the largest public-private-partnership in Brazilian history. It aims to turn five square kilometers of devalued housing and industrial buildings into a world-class, upscale mixed-use entertainment district, through the stimulation of real estate activity, the construction of cultural facilities and the development of tourist attractions. Meant to be the city's new world class showcase, it wishes to attract upmarket businesses and residents, going as far as tripling its current population. Porto Maravilha encompasses five urban neighborhoods that have a rich yet fragile social, cultural and

ethnic history. The area was long known as “Little Africa”, home of the world’s most important slave market, and birthplace of many Afro-Brazilian cultural traditions such as samba and capoeira, which are both recognized by UNESCO as part of Brazil’s immaterial heritage. Once a dynamic commercial and industrial neighborhood, the area experienced a decline in its traditional activities during the second half of 20th century. Its low income residential character was accentuated by the conversion of properties and vacant sites into tenements and informal housing settlements. The communities who have long inhabited the port are now threatened by revitalization efforts that seek to exploit the architectural qualities of the local built environment and the cultural vibrancy of the area, and to draw upon their valuation potential. The panel thus investigates the rise of a new, exceptional, form of neoliberal urban regeneration in the Latin American landscape, that combines an event-led redevelopment strategy related to the 2016 Olympics with a cultural regeneration model. This approach is characterized by a form of politico-legal exceptionalism, marked by an increasingly authoritarian mode of governance, that legitimizes the imposition of exceptional measures and derogations in order to accelerate the regeneration process. Drawing upon David Harvey, Neil Smith, Sharon Zukin and other critical urban theorists, the panel discusses the impacts of this approach, in terms of population displacement, gentrification, heritage conservation, social polarization and the commodification of urban space. It discusses the role of this entrepreneurial approach in the reconfiguration of power relations at the local level, with the growing involvement of private sector actors and other non-elected participants in decision-making. It demonstrates how this new planning model fosters an exclusive vision of urban regeneration that can open the way for the state-assisted privatization of the urban realm, reconfigure the urban landscape to serve the needs of capital and exacerbate socio-spatial segregation. Together, the five papers included in this multidisciplinary and multinational panel attempt to paint the most complete picture possible of the many struggles, tensions and opportunities faced by different actors implicated in this project. Each of the papers approaches Porto Maravilha from a different angle : Helena Galiza will discuss issues related to public policy regarding housing and evictions ; Yue Zhang will talk of the conservation of material and immaterial heritage ; João Monteiro will

explain urban policy and legislation issues; Julia Andrade will focus on the Port's social and racial history; Anne-Marie Broudehoux and Fernanda Sánchez will jointly discuss aspects related to the instrumentalization of culture and urban image construction. The panel also aims to raise important questions about urban redevelopment in the twenty-first century city, at a time when innovation is valued, especially in the urban field. Each paper will underline innovative ways in which the problems posed by urban redevelopment could be alleviated and thus result in a more equal, just and safe urban environment for all. Participants: Anne-Marie Broudehoux – University of Quebec at Montreal – UQAM - Chair Helena Galiza - Rio de Janeiro's Federal University – UFRJ Yue Zhang - Chicago's University of Illinois - UIC João Monteiro - University of Quebec at Montreal – UQAM Julia Andrade - Rio de Janeiro's State University - UERJ Fernanda Sánchez - Niteroi's Federal Fluminense University – UFF

Emergent urban spaces: a planetary perspective

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The session explores some of the conceptual, methodological and practical strengths and limitations of one dominant approach in contemporary urban theory – planetary urbanisation. With its main advocate being Brenner (2014), this is a neo-Lefebvrian approach, which intends to overcome dichotomies such as North and South, developed and developing, and city and countryside. It challenges bounded urbanisms and holds the key assumption that in our contemporary world everything is urban. According to Brenner (2014), the urban describes the concentration of infrastructure and populations in cities (implosions) but, simultaneously, it refers to urban features in non-urban settings (explosions). Hence, the urban represents a global condition characterised by a set of politico-economic relations associated with processes of extractivism, neoliberalism, capitalist land management, etc. Though an increasingly dominant approach in urban studies, planetary urbanisation perspectives also pose new challenges: Current research mainly set out a new research agenda but has not provided a sufficient theoretical and methodological ‘tool kit’ which allows for its application. In addition, planetary urbanism’s universalising vocabulary can be criticised for leaving hardly any room in deciphering new and ‘emergent urban spaces’.

In a world where everything is urban, are there still any particularities about Northern, Southern, Western, or Eastern urbanisms? How do policy makers and planners involved in the development and implementation of a new 'global urban agenda' address planetary urbanisation? Where have the particularities of cities gone? What are the socio-environmental consequences of this process? The contributions to this session will address these questions from different perspectives, namely: Paola Alfaro D'Alençon (Technical University, Berlin, Germany) analyses similarities and differences in processes (i.e.: informality, land management, right to the city) associated with planetary urbanisation in Northern and Southern cities (paola.alfarodalencon@tu-berlin.de) Ana Cláudia Cardoso (Federal University of Pará, Brazil) illustrates how the planetary urbanization process reaches the Western Amazon region of Brazil. She particularly focuses on a discussion of processes of urban expansion and on multi-scalar relationships between built and natural spaces. (aclaudiacardoso@gmail.com; acardoso@ufpa.br) Philipp Horn (The Open University, UK) investigates the nexus between planetary urbanisation and land management with a particular focus on conflicts around indigenous communal rights and human rights for tenure and shelter. (Philipp.Horn@postgrad.manchester.ac.uk) Roberto Monte Mor (Federal University of Minas Gerais, Brazil) explores the limits of present urbanization patterns in developing countries when considering an environmental dimension of planetary urbanization. (montemor@cedeplar.ufmg.br)

Social conflicts, urban violence and planning strategies: issues and evidence from the North and the South

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This roundtable investigates new forms of planning and governance in face of growing social inequalities, emerging conflicts and escalating violence in urban areas subjected to the externalities of a global economy and to the risks and vulnerabilities locally produced. In order to deal with social unrest, new public policies are being proposed to pacify or recuperate degraded and dangerous areas. This process is taking place in many cities, by means of different plans and programs. The papers will examine conflict in different urban settings and cultures, dealing with the question of tensions in informal and formal areas. We intend to explore social conflicts as they relate to urban violence and planning. All papers acknowledge that existing public policies are failing in promoting social inclusion, spatial integration and basic human rights. We hope to foster a critical analysis of current planning strategies for dealing

with conflict and depressed areas and to contribute for the dialogue between planners from different parts of the world. The first paper by William Goldsmith (Department of City and Regional Planning, Cornell University, CRP/Cornell U.) – “The Drug War and Inner City Neighborhoods” examines how violence evolving from drug trade in the United States depressed big-city neighborhoods is affecting local residents and the surrounding city and metropolitan area. Drug dealers employ youth, spend money locally, and support some community activities, but gangs often constitute an informal government that rules through violence. He argues that the “war” against drugs has brought bad results and that new planning policies are in need to improve the social and economic conditions of these neighborhoods. The second paper by Rachel Coutinho (Graduate Program in Urbanism, Federal University of Rio de Janeiro, PROURB/UFRJ) – “A new governance of urban conflicts: a critical appraisal of the program of favelas pacification in Rio de Janeiro (2008-2016)” explores how the State is managing urban conflicts and violence that emerged after the implementation of the program Police Pacification Units (UPP). The UPP is usually complemented by urban designs and social programs aimed at improving infrastructure, the built environment and social services. The paper is based on statistical data on violence from the Institute of Public Safety, newspaper reports, data from local NGO’s and from field research in two favelas -- Complexo do Alemão and Cantagalo-Pavão-Pavãozinho. The third paper by Yasser Elsheshtawy (School of Architecture, United Arab Emirates University) – “Creative destruction in Dubai: the case of the Shorta neighborhood” examines the case of the Shorta neighborhood in the city of Dubai, where traditional families were displaced and their houses demolished in order to make way for a mixed-use upscale retail development. The case represents a continuation of neo-liberal planning policies, which seek to remove the past and to promote social exclusion, thus intensifying notions of displacement, transience and alienation. It also exemplifies a capitulation to global capital as well as a form of urban violence. The author adopts the notion of ‘creative destruction’ to demonstrated the process of homogenization and reconfiguration of urban space over an extended period of time – a kind of urban rupture that seeks to achieve a radical break with the past. The fourth paper, by Lucia Cony Cidade and Marilia Peluso (Graduate Program in Geography, University of

Brasilia, PPGGEA/UnB) – “Urban conflicts and social action in establishing metropolitan environmental services” deals with the tensions, disputes and conflicts that emerge in the appropriation of urban space and identify two main collective actors: the State and organized groups. Social movements lost its collective demanding character, and individual actions seem to prevail. With the emergence and the widespread use of the media and social networks, new conflicts appear. The research is based on empirical evidence from the Federal District (Brasilia). The fifth paper by Eliane da Silva Bessa (Graduate Program in Urbanism, Federal University of Rio de Janeiro, PROURB/UFRJ) – “Planning in the Face of Urban and Environmental Conflicts in Socially Hazardous Areas”, examines governance issues and the action of public administrators related to the provision of basic infrastructure for low-income population in some areas in the peripheral metropolitan region of Baixada Fluminense, and how these planning strategies are a threat to social inclusion and the right to the city.

Beyond the classroom: some experiences of brazilian universities

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This roundtable will discuss five community outreach experiences coordinated by architecture and urban planning professors from four different Brazilian universities from different regions of Brazil. The dissemination of these experiences is significant in a way to show possible paths of how the urban planning under graduation courses can happen also beyond the classroom, with community outreach and social engagement from our professors and students. 1 - Lapenna Neighbourhood: Housing Upgrading and Mapografia Project – Profs. Camila D'Ottaviano and Jorge Bassani. Since the partnership with Tide Setubal Foundation, the USP team is working in Jardim Lapenna in two different projects: the Housing Upgrading Project and the Mapografia. The first project aims to provide technical knowledge for the improvement of housing conditions. The second emphasis on high school students understanding and appropriation of the urban environment and public space where they study and live.

The project enables the University' students to have a social engagement experience in areas of São Paulo's East Zone and interventions that empower household improvement. The project has the support of the Division of Community Outreach of USP.

2 – Community outreach: report of an students autonomous experience on housing improvement in a rural settlement - Prof. Caio Santo Amore, Bárbara Muhle, student, and Marina Bottini, student. This experience is an autonomous initiative of the "Group of Agro-ecological building" that involves graduate and undergraduate students of FAUUSP. From an earlier approach to a rural settlement with 28 families, organized by Rural Workers Landless Movement (MST) in Cajamar, a students group works recognizing housing needs and develops upgrading projects and search for funding to enable the improvements and even the construction of new houses. Decisions and technical work are shared and discussed, involving students and the settlement families with a very clear subject, which recognizes and tries to deal with housing needs. The experience is relevant because on the way it interferes potentially in the University education process as recovers some principles defined by the student organizations of architecture and urbanism in the 1990s.

3 – Orquídea Libertária Project – Prof. João Farias Rovati and Bibiana Borda, student. The Orquídea Libertária Project is developed by the Mutual Working Solidarity Cooperative Utopia and Struggle (COOPSUL-Cooperativa de Trabalho Mista Solidária Utopia e Luta) in partnership with the Gravataí Association of Waste Charioteers and Pickers (ATRACAR) and with the support of City NGO (ONG Cidade). In a plot with 1.2ha in Gravataí conceded by Federal government will be constructed 50 housing units. The housing complex design is supported by City-in-Design laboratory and by the Faculty of Architecture/UFRGS Laboratory of Research and Community Outreach. This experience means an important exchange of knowledge, which provides opportunities to teachers and students learning about the particularities of architectural design for the population in conditions of extreme social vulnerability.

4. Popular Urban Planning School Project Alagoas – Profs. Regina Dulce Lins and Debora de Barros Cavalcanti. In a context of major social and political changes, citizen participation in defining public policies must be rethought. The Popular Urban Planning School Project Alagoas arises from the need to empower everyone involved in urban and housing management, especially

community leaders. The idea is to create an articulated training program to territorialized processes of local development, to strengthen the institutional aspects of popular organizations, preparing the participants to think and act on the territory where they live and circulate. Moreover, given the difficulty of dialogue between popular and public and private sectors, the Planning School will seek to innovate creating new spaces of confrontation and discussion of ideas.

5 - The Right to Dignified Housing and City Communities Meeting – Prof. Renato Pequeno. Coordinated by the Housing Studies Laboratory of Federal University of Ceará (LEHAB) and the Housing Struggle Front the Right to Dignified Housing and City Communities Meeting aims to bring together members of social movements and field researchers to dialogue about urban and housing conflicts and to collectively think up resistance strategies and alternatives. The meetings allow the debate about the lack of integration between urban policies and the proper housing agenda and contribute to the joint and strengthening of popular movements. The meetings aim to promote the empowerment of the population directly affected by excluding city model. Ford Foundation, CNPq and Brazil Human Rights Fund support the meetings.

Look, act, activate: creative tactics in public space

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In urban space always something is happening. (...) Here or there a crowd can gather, objects can be piled up, a party can take place, an event, terrifying or pleasant, can occur. Hence the fascinating character of urban space: the centrality always possible. (Lefebvre, 1999:121) The aim of this panel is to present different perspectives on some of the creative contemporary tactics of intervention and activation of public space in contemporary cities, focusing on Brazil. Contemporary society is experiencing a very dynamic time, with characteristic of ephemerality in various spheres of social and economic relations. This prints some characteristic features in the spaces of collective life, such as feelings of hostility, individualism and superficial relations between individuals. This state of urban anesthesia – or even “exception” – tends to reflect itself on physical spaces, building ultra-protective situations and privatization, whose side effects of social exclusion and abandonment of places call for creative and forceful responses by professionals and citizens in general. Faced with these issues, we will present actions and reactions (temporaries or permanents) to this state of

passivity, which can leverage existing situations, intensify the everyday urban experience, regain places and give identity to degraded areas, contributing to permanent changes in the medium and long term. Temporary interventions, tactical actions, affective cartographies, insurgent appropriations, subversive occupations and guerrilla urbanism are examples of emerging approaches that are object of this panel. These actions allow the subjects to experience other possibilities for the present time and opportunities for the future. They are actions of the “right to the city” that prioritize public space as a site for democratic engagement, and not as business (Ferguson, 2014:15), creating suspended spaces-times, separated from the logic of production-consumption. These actions, which we have called “creative tactics”, have focus on extra small intervention (“XS”). This scale has historically been undervalued, but recently has proven relevance due to its bottom up characteristic. Identified as “emerging” processes, they let professionals (such as architects, designers, artists) work near the ground, reinforcing social responsibility and encouraging cooperation with other professionals and society. Such features, associated to the facility of implementation (when compared to more permanent interventions), link these actions to practices of urban activism. As tactical actions, they are decentralized, extraordinary, agile, networked, hands-on, low cost and low tech, making them quick answers to specific circumstances of the twenty-first century (Duany in Lydon and Garcia, 2015: xi), escaping from the slow pace of conventional urban projects. All of these “micro-political practices of everyday activism and projects to create alternative worlds” (Montaner, 2014: 245), studied and practiced by people, by researchers and by professionals from different institutions, are parts of this panel, helping to improve the quality of life through the activation of public spaces. They can open new perspectives of observation and action in the city, reinforce the reflection on how spaces are appropriated and indicate paths for future interventions and researches in the fields of architecture, urban planning, art and design. The panel will be composed by Adriana Sansão Fontes (PROURB-FAU/UFRJ - Programa de Pós Graduação em Urbanismo da Faculdade de Arquitetura e Urbanismo da Universidade Federal do Rio de Janeiro), Aline Couri (EBA/UFRJ - Escola de Belas Artes da Universidade Federal do Rio de Janeiro), Joy Till (DAD/PUC-Rio - Departamento de Artes e Design da

Pontifícia Universidade Católica do Rio de Janeiro), Giodana Holanda (EAV- Escola de Artes Visuais do Parque Lage) and Laura Sobral (Instituto A Cidade Precisa de Você). Each participant will present the main results and contributions of their work on the main topic of this panel. References BAUMAN, Zygmunt (2000). *Modernidade líquida*. Rio de Janeiro: Jorge Zahar, 2001. CHASE, John; CRAWFORD, Margaret; KALISKI, John. *Everyday Urbanism*. Nova York: The Monacelli Press, 1999. DE CERTEAU, Michel. *The Practice of Everyday Life*. Trad. Steven F. Rendall. Berkley: University of California Press, 1999. DEBORD, Guy (1967). *A Sociedade do Espetáculo*. Rio de Janeiro: Contraponto, 1977. FERGUSON, Francesca. *Make_Shift City. Renegotiating the Urban Commons*. Berlim: Jovis Verlag, 2014. FEIREISS, Kristin e HAMM, Oliver G. (eds.). *Transforming cities. Urban interventions in public space*. Berlim: Jovis Verlag, 2015. HARVEY, David. *Cidades Rebeldes. Do direito à cidade à revolução urbana*. São Paulo: Martins Fontes, 2014. JOHNSON, Steven. *Emergencia. A vida integrada de formigas, cérebros, cidades e softwares*. Rio de Janeiro: Zahar, 2003 LA VARRA, Giovanni. "Post-it City. El último espacio público de la ciudad contemporánea". In: *Post-it City. Ciudades Ocasionales*. Barcelona: CCCB, 2008. LEFEBVRE, Henri. *O Direito à Cidade*. 5ª ed. São Paulo: Centauro, 2001 _____ (1992). *Rhythmanalysis: Space, Time and Everyday Life*. Londres: Continuum, 2004. _____ (1970). *A revolução urbana*. Belo Horizonte: Ed. UFMG, 1999. LIPOVETSKY, Gilles. *O império do efêmero. A moda e seu destino nas sociedades modernas*. São Paulo, Cia das Letras, 1989. LYDON, Mike; GARCIA, Anthony. *Tactical Urbanism: Short-term Action for Long-term Change*. New York: Island Press, 2015. MAKOWER, Timothy. *Touching the city. Thoughts on urban scale*. United Kingdom: John Wiley & Sons Ltd, 2014. MONTANER, Josep Maria e MUXÍ, Zaida. *Arquitetura e política: ensaios para mundos alternativos*. São Paulo: GG Brasil, 2014. RHEINGOLD, H. *Smart Mobs: The Next Social Revolution*. Cambridge: Perseus Publishing, 2002 SANSÃO FONTES, Adriana. *Intervenções temporárias, marcas permanentes. Apropriações, arte e festa na cidade contemporânea*. Rio de Janeiro: Casa da Palavra, 2013.

In search of institutional mechanisms and policy frameworks for inclusive and effective planning. Reflections from Bogotá and Santiago de Chile

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The Latin America urbanization process has steadily risen during the last decade following demographic transformation trends seen during the last half of the 20th century, shifting from rural and regionally distributed communities to a more spatially centralized organization with vast attracting urban poles. Today, 80% of the continent's population is concentrated in cities, placing the region as the most "urbanized" continent of the world with nearly 470 million urban inhabitants in 2010 (U.N. Habitat 2012). However, and despite this urban growth has triggered positive and negative economic, social and environmental impacts in all of the continent's countries, socio-spatial and economic disparity indicators still place the continent as one of the most unequal regions in the world (Kingstone 2011; De Ferranti et al. 2003).

Characterized by highly fragmented built environments, Latin American urban agglomerations still struggle with high poverty and criminality rates where spatial segregation based on socio-economic stratification have generated ghettos and gated communities. In these urban agglomerations, access to technical, financial, human and social resources, knowledge, justice, education and health have been accessible mainly to higher-income classes as “services”, whereas poorer communities are burdened with environmental risks and vulnerabilities. Faced with the complexity and multiple dimensions of these challenges, many Latin American cities (including those here analyzed) have become during the last 15 years important “laboratories” for innovative urban planning and policy making strategies, contributing new responses to questions of democratic management, socio-spatial inclusion and environmental challenges. This panel will explore institutional mechanisms, policy frameworks and urban projects that have sought to achieve meaningful advances associated with slum upgrading, inclusive urban renewal strategies, social infrastructure development and addressing environmental or climate justice, in Bogotá and Santiago de Chile. It will discuss specific case studies to evaluate the policy and institutional vehicles articulated through the spatial planning and/or implementation processes. According to Kingstone, “Political economists have begun to pay more attention to institutions as key components of democratic development. But, to date, we still lack good explanations for institutional development and performances.” Thus, planners, designers and academics, ought to develop comparative understandings of the mechanisms, frameworks, actors and policies, regulating and/or affecting urban and regional planning processes, as well as the capacity to influence urban development and its spatial fabric. As a critical review, the discussion weaves together best practices and failed experiences in a multi-scalar approach (from the neighborhood scale to the urban, regional and national level) aiming to highlight spatial impacts, risks, side-effects, as well as the achievements that such policies and institutions can deliver in the built, social and economic environment. References: ONU HABITAT (2012). Estado de las ciudades de America Latina y el caribe 2012 [online] Available at: <http://www.unhabitat.org/pmss/listItemDetails.aspx?publicationID=3380> . Accessed 12 07 2015. Kingstone, Peter (2011). The Political Economy of Latin America.

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The impacts of sports mega-events on the cities: FIFA World Cup urban legacy in Brazil

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The idea of promoting sports mega-events has been defended by strategic planning consultants as a way for cities to compete for “scarce international investments” and reach economic development in the “extremely competitive environment” of Contemporary Capitalism. They say that hosting such events will bring together an amount of public and private investments in infrastructure, services and job generating activities that would take a longer time to happen without them: the so called “legacy”. However, many authors have criticized this strategy as it generally represents a great diversion of capital to business accumulation whereas public spending has little social return and most of times the initial objectives are not accomplished. In spite of all the critics, the Brazilian Government presented a bid in 2006 to host the 2014 FIFA World Cup, with a rationale aiming at: “...coordinating a program of investments that will transform some of the most important capitals of the country from North to South and

from all regions: Belo Horizonte, Brasília, Cuiabá, Curitiba, Fortaleza, Manaus, Natal, Porto Alegre, Recife, Rio de Janeiro, Salvador and São Paulo. For all Brazilian, whatever the outcome of the World Cup will be, an important legacy in infrastructure, job and income creation will remain, promoting the country's image globally.” (Federal Republic of Brazil, 2006). The aim of this round table is to analyse the 2014 FIFA World Cup legacy in Brazil, taking into account five host-cities (Belo Horizonte, Porto Alegre, Recife, Rio de Janeiro and São Paulo). Considering the cities diversities and specificities, the analysis will vary according to each city case. The idea is to give a broad vision of the socioeconomic and urban impacts of the World Cup on Brazilian cities. As hosting sports mega-events are a trend in urban strategic planning everywhere in the World, to know the results of it on several Brazilian cities seems to be quite important for many points of views. First, because there is few international literature about it. Second, in order to understand the impacts of such events on a BRIC context. Third, in order to check the benefits and loses for the hosting cities and its population considering its mains objectives. The idea is to check the results and the impacts on the following aspects according to each city characteristics: the arenas’ refurbishment and its impacts on local football; studies on real estate valuation in the arenas and works’ surrounding; removals caused by the works; the actual demand and effectiveness of the mobility works; promises and achievements on job generation and economic development promotion. Concluding, this table aims to contribute with the international debate on the urban impacts of sports megaevents.

The urban transport crisis in emerging economies

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The proposed round table will discuss urban transport issues, policies, and initiatives in some of the world's major emerging economies: Brazil, China, Colombia, India, Indonesia, Iran, Mexico, Nigeria, Russia, South Africa, Turkey, and Vietnam. The round table will aim to include one presentation on each country, focusing on the capital and/or selected major cities. The round table will also serve as a venue to launch a new volume, entitled "The Urban Transport Crisis in Emerging Economies" which has been co-edited by the round table organizers (Dorina Pojani and Dominic Stead) and will be published by Springer in 2016 (before IV WPSC). The volume contributors will be invited to participate in the round table. Among the many "emerging economies," as defined by think tanks, investment firms, and international organizations, the countries listed above share a range of similar characteristics. They all have: (a) high urbanization rates (including megacities) relative to "developed" countries due to mass rural-urban migration and/or high birth rates; (b) dynamic urban development processes, led mostly by the private sector, with high construction levels; (c) extensive urban sprawl (including decaying large housing estates) and middle and upper class suburbanization; (d) segregated communities (e.g. gated communities for the rich and the middle classes); (e) chaotic traffic patterns, with high car and motorcycle use, and high environmental pollution; (f) rapidly growing motorization; and (g) informality and/or corruption in the formal planning system. In the past decade, studies have analyzed transport issues in individual cities in these countries. However, no comprehensive and

comparative overview has been published. The upcoming volume, as well as the round table, aims to fill this knowledge gap, which is crucial to understanding the needs of a large portion of the world's urban population. Although the focus of the proposed round table will be on urban transport characteristics, attention will also be directed to the socio-economic and ideological causes that underpin these characteristics. Also, transport problems will be discussed in relation to the distinctive spatial patterns and characteristics of the examined cities. The distinctive economic and political (and cultural) circumstances in rapidly developing countries can have significant impacts on their urban transport planning institutions and outcomes. A central purpose of the round table will be to refine a cross-national evaluation framework for the transport characteristics, problems, and potential solutions in large cities of these countries since their economic upsurge. The value of an international comparative perspective would be to set forth new explanatory factors that may be overlooked in research limited to developments in single cities or nations. Substantiated comparisons would provide a better understanding of urban transport outcomes in nations, which are above a certain level of development and showing significant promise of further growth, but still below the level of developed countries. The round table will consider the following issues: Urban land use patterns / spatial structures; Trends in transport use; Urban transport problems; Urban transport governance, decision-making, and financing; Proposed urban transport solutions and implementation issues; Other country-specific issues.

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Participatory sustainable infrastructures: case studies in community-based environmental systems planning and implementation in Rio de Janeiro's *favelas*

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Patterns of increased global urbanization and a rise in precarious urban settlements have exacerbated trends towards substandard and unsustainable living conditions for billions around the Developing World. In Brazil, and specifically Rio de Janeiro, favelas have embodied this dual struggle to improve the livelihoods of citizens, while diminishing their negative impacts on the environment. Since the award of the 2016 Olympic Games, increased investment has led to numerous projects in these neglected communities. Urbanization programs such as Morar Carioca and Minha Casa Minha Vida have given residents glimpses of inclusive and sustainable development strategies, but ultimately failed to provide a continuous and stable vehicle for infrastructural improvement and related social, economic, and environmental benefits. As these communities have come under increasing international scrutiny,

favelas have become a laboratory for scholars, planners, scientists, nonprofits and community organizers, leading to a variety of infrastructural projects that can provide an counterpoint to the abandoned top down approaches by local government programs. To overcome their principal infrastructural deficits, favela communities are creatively and directly collaborating with these outside parties to leverage their environmental and community assets and advance natural systems through participatory processes. This partnership between creative professionals, advocates, and local residents bridges knowledge gaps and broadens the scope of each approach, propagating more cohesive and holistic projects. These projects are typically locally developed in close coordination with resident's needs, and at a smaller scale that is more readily deployable and easily replicable. Engaged with the project from the beginning, residents learn about systems thinking, natural processes, and technological solutions. Just as crucially, they provide intimate knowledge of the community's climate, terrain, and socioeconomic systems that inform the implementation of a design. Such active inclusion fosters educational experiences and dissemination of an environmental consciousness. By encouraging community-driven, interdisciplinary collaboration, citizens, planners and technical consultants can help generate Participatory Sustainable Infrastructures that empower communities and enhance ecosystems. This panel comprises some of these collaborators, who will describe and compare their projects encompassing a variety of infrastructural systems, scales, and intervention models. What approaches are most effective when proposing and project to a community? How does community education and engagement improve the chances of lasting impact for sustainable infrastructure projects? What are the potential social, economic, and environmental co-benefits of infrastructural solutions that are inclusive of existing grassroots efforts? How can favela residents and organizations position themselves to procure partnerships and projects with local and foreign academic and professional institutions? Can scaled up participatory sustainable infrastructure projects provide an empowering blueprint for bottom-up and governmental interventions, and not merely struggle to fill gaps in investment by the public sector? Informal community resident Otávio Alves Barros will chronicle the development of Vale Encantado's sustainable tourism co-operative, which provides

employment for residents, environmental education for local and international visitors, and opportunities for infrastructural improvements for the community. This organization is the culmination of decades of collaboration with international non-profit organizations, local academic institutions, and regional environmental advocacy groups. Vale Encantado provides a laboratory for the dissemination of innovative infrastructure technologies, financing models, and co-benefit generation. Dr. Thomas Henry Culhane will outline the implementation model undertaken by his Solar Cities initiative, which has utilized an international nonprofit model and scientific network to build numerous biodigesters to treat waste and generate energy locally in Rio's informal communities. Dr. Culhane consults his networks to improve on sustainable infrastructural technology, integrating their discoveries into a dynamic commons of knowledge. The group can then develop implementable solutions for communities that demonstrate the need and desire to become models for sustainable development. Leonel Lima Ponce will present the methodology of his graduate thesis at Pratt Institute, a participatory infrastructure planning project for green sewage and water infrastructure in Cordovil. Through a series of participatory processes, including transect mapping, city as play modeling, and visioning sessions, Mr. Ponce and community members produced a survey of infrastructural deficits and assets, challenged community assumptions, and shared potential improvements that could be implemented in individual projects or incorporated into publicly funded capital improvement projects. Local advocate and organizer Gabriel Neira Voto will explain the inception and growth of his Favela Verde organization, which has established a long-term relationship with resident groups in Rocinha that is leading to comprehensive sustainability education and development programs. Favela Verde utilizes art, culture, and other pre-existing community dynamics to engage residents in bottom-up environmental stewardship and project development. Projects follow a local sustainable development methodology, and include reforestation, community garden planting, and solid waste management. Catalytic Communities Executive Director, Dr. Theresa Williamson, will illustrate her organization's role in the identification of potential partnerships for sustainable development projects in favelas. As a liaison between underserved favelas and the international stage, Catalytic Communities leverages

social media, provide community training, and advocate for participatory planning and pro-favela policies with the long term goal of realizing the potential of Rio de Janeiro as a true example of inclusive urban integration. Following this mission, the organization has provided a platform and logistical support for numerous researchers pursuing sustainable development projects in Rio's favelas.

The future of the service-learning studio in planning education

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Universities fulfill their social role through three fundamental areas: a) advancement of knowledge, b) education of future professionals, and c) service to the communities in their sphere of influence. One of the ways that universities respond to these areas but particularly with respect to service to communities is through studio-based service learning. This is a teaching and learning strategy that integrates meaningful community service with instruction and reflection to enrich the learning experience, teach civic culture and responsibility, and help strengthen the communities

they serve. Usually studio-based service learning involves learn-by-doing problem-solving pedagogies initiated in the studio and extended to interact with the community and “real world environments”. This panel’s main goal is to discuss the pedagogical aspects of service-learning studios, their role, and, given pressures on department budgets and skill sets of professors, their future in planning education. Studio-based service learning has a long established place in the pedagogic traditions of planning programs evolved from physical planning based professions notably architecture, landscape architecture and geography (Dalton, 2001; Frank, 2006). These studios involve problem-solving learn-by-doing pedagogies that are student-centered and focus on quasi-real world projects, community engagement, creative thinking, group work, and practical outcomes (Higgins & Morgan, 2000). They replicate the notion of action-research (Sanoff, 2000) and follow a typical planning/design process from information gathering and analysis to final project/plan with varying degrees of community involvement. They bridge the gap between theory and practice, integrate learning from other classes, involve some degree of interdisciplinarity, and teach students social equity and ethics--fundamental values in planning. The studio prepares students for professional life where practical skills, creativity, collaboration, communications, and public engagement are crucial (Higgins, Aitken-Rose & Dixon, 2009). From the student’s perspective planning studios, particularly those dealing with clear problems and a “client” (a community group, an NGO, a public entity, or a private firm) have proven to be more engaging, rewarding, and efficient in reaching educational goals. From the community’s perspective they provide a means to have their needs and desires heard, to multiple models or options to address them, and yield a sense of satisfaction for participating in an educational process. From the client’s perspective they provide an efficient way to engage the community and feel it’s pulse, and can initiate wider, longer-term professional processes. Finally for the planning field studios connect theory, methods, and practice, prepare students better for professional life, and contribute to popularizing the profession among communities. However, as noted by Higgins, Aitken-Rose & Dixon (2009) and our academic experience indicates, the studio culture in planning is threatened. First, planning’s move towards the social sciences resulted in a shift of interest towards research, policy, and decision-making.

Secondly, academic culture and accreditation boards increasingly require educators to have doctorates and to engage in scholarship and publication, resulting in a move away from faculty with professional experience. This culture tends to promote the predictability and comfort of traditional teaching and research over experimental and risky studio-based, community embedded projects. And thirdly, increasingly tighter budgets put pressure on studios as they are time intensive, demand a constant search for \"real\" projects, need more space and faculty time, and serve less students than lecture-type classes. Threats to traditional studios increase as programs try to accommodate to students' individual circumstances, to develop more flexible curricula, and to embrace long-distance teaching. This panel will discuss the importance of studios in planning education in quite varied programs and different institutional contexts around the world. We have reached out to scholars who come from diverse institutional and country contexts and represent a wide spectrum look at the various facets of studio-based service learning in communities. Panelists will address how their teaching and studio involvement have provided connections between theory and practice, between the different courses in the curriculum, and between the students and the real needs of a rapidly changing profession. This panel looks into contributing to a typology of common pedagogical questions affecting service-learning studio teaching and its importance in a planner's education.

Mega sports events and insurgent citizenship in Rio de Janeiro

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Modern mega sports events represent new global coalitions of international organizations and multinational corporations. These events juxtapose the competition between large cities to attract international investors to promote post-fordist and service-sector based growth. After nearly two decades of failed attempts, from a strategic plan inspired by Barcelona, Rio de Janeiro was successful in hosting the two largest contemporary mega sports events, the 2014 FIFA World Cup and the 2016 Olympic Games. The last decades, Brazil has made significant progress towards enabling greater citizen participation through a myriad of participatory processes consolidated on a federal, state, and municipal level. At the same time, the urban governance in Rio has taken a neoliberal turn, using global mega sports events as a strategy to enhance private economic development in the city. The prospect of the benefits of the mega events have opened up for overstepping the existing institutional and constitutional/legal framework, with consequences for the urban poor and their access to decision making. This way, the mega events are used as an excuse to install

what Carlos Vainer describes as “the city of exception”. The objectives of the round table is to reach a deeper understanding of the encounters between mega sports events and citizens, especially communities in slums and poor neighborhoods in Rio de Janeiro. These encounters take various forms and shapes, ranging from top-down “invited spaces” to bottom-up “invented spaces” of participation, as Faranac Miraftab named them. The aim is to analyze dynamics of citizen participation within and between them, in what can be defined as enhancement of 'insurgent citizenship'. Participants and their contributions: Nelma Gusmão (Southwest Bahia State University) will assess the recent institutional changes in the field of sport spectacle production and its relationship with the simultaneous organization of the 2014 Football World Cup and 2016 Olympic Games in Brazil. She will also show how these changes are met with counter-hegemonic practices in the media, academia and social movements. Glauco Bienenstein (Federal Fluminense University - UFF) will discuss issues linked to the promotion of Rio de Janeiro Olympic city through the main renewal areas and the city images broadcasted by mainstream media versus the invented social spaces and their narratives. The idea is to juxtapose these two views to address territorial struggles that have been shaping the social production of space for the Olympics. Regina Bienenstein (Federal Fluminense University - UFF): Using the 2016 Olympics as a justification, the city administration of Rio de Janeiro has carried out the removal of many low income settlements, mainly those located in rich areas. Using the case of Vila Autódromo, the presenter will disclose, on the one hand, the city hall strategies to weaken communities and, on the other, the forms of resistance adopted by the population that has been threatened by these actions. Celina Sørbye (Norwegian Institute for Urban and Regional Research NIBR) will address the so-called social legacy of the mega-events, which include a proposed cable car construction in Rocinha, the largest favela in Rio. The cable car is contested by local residents' prioritization of investments in basic sanitation. Focus will be given to civil society's engagement with both invited and invented spaces, and the articulations between these spaces. Gilmar Mascarenhas (Rio de Janeiro's State University – UERJ): The Brazilian football stadium is a space of informal politics and may be seen as a place of the struggle for the right to the city. This talk examines the 2014 World Cup as a top-

down process which imposed a pacified and consumption-oriented model of stadium. Processes of insurgent citizenship contest this model when fans create invented spaces within the stadium. Giselle Tanaka (Federal University of Rio de Janeiro - UFRJ): Mass demonstrations filled the streets of Brazilian cities during the World Cup 2014; local communities through organized resistance, changed government plans for urban spaces. The speaker presents cases and discusses how mobilizations can confront narrow spaces of political participation. Proposed by: Fernanda Sanchez (Federal Fluminense University UFF) Einar Braathen (Norwegian Institute for Urban and Regional Research NIBR):

Decolonizing the urban

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One of the main claims in the debates we all have been engaged in refers to the understanding that "center-periphery" (How to name ourselves? We must also revisit the discussions on this and other analytical categories that we use to talk about "us": global south, periphery, and so on) can't be reduced to a descriptive emplacement notionrelationships are not only economic, politic, cultural.... They are intellectual as well. Post-colonial studies, subaltern studies, decolonial studies point out the need of a theory or of theories able to produce a perspective and a critical thought "at the periphery" or, better, "from the periphery". The development of the concepts of ethnocentrism, centercentrism, westerncentrism, cultural imperialism, coloniality of power and knowledge, among others, as well the seminal works by Said (Orientalism) and Fanon (The Wretched of the World) demonstrated the relevance of center-periphery relationship in the making and diffusing of (social) theories intended as universal explanations about different social, economic, politic and cultural realities. In the field of urban and regional studies and planning, the critical literature on policy

mobility, diffusion of models, multilateral agencies, international consultants have shown that urban and regional knowledge and policies are a chapter on the uneven distribution of the means of production and dissemination of models and, consequently, on the uneven conditions of making territories, cities, metropolises, regions... The challenge is quite clear: to make "our own theory", i.e., decolonize the ways we think peripheral cities (and peripheries of central cities). New theory(ies) and new narrative(s) cannot be produced without going beyond local studies and monographic approaches. When we talk about a peripheral perspective, we are thinking not only a peripheral perspective about peripheries, but also a peripheral perspective of the complex fabric of uneven relations connecting multiple scales - local, regional, national. How to do it in the field of urban and regional studies and planning? How to build a platform of territorial knowledge which is not that produced and dominated by a geographic imaginary, imagination or imagery nurtured in the Northern context and Northern cities and landscapes? (Even if it is elaborated from the point of view of the critical theory). What are the possibilities of an alternative thinking in a world where the means of production and dissemination of knowledge (theory) are uneven distributed? How to avoid and escape of "ideas out of place" (Schwartz), these concepts and representations about our realities that have been conceived in other "worlds"? We are aware that a lot of work has already been done in different parts of world. In peripheral spaces and in the center by different kinds of critical intellectuals: a) intellectuals from the periphery based in peripheral universities that have been able to escape to the coloniality of knowledge and try to overcome the limits imposed by their peripheral position; b) intellectuals from the periphery based in the center (central universities); and c) in some cases, intellectuals from the North, rooted and based in central universities, who have been working on and contributing to a non-ethnocentric/northern-centered knowledge. Many times, because of the obstacles we face to circulate the outcomes of these efforts, often dispersed and blocked by the language frontiers, there is also a need to collect, gather, integrate and confront the intellectual production already available. If we aim to build a collective effort to face these challenges, we ought to build an agenda or program that should necessarily include the discussion of: - Theoretical framework and conceptual tools: the very

conceptualization of theory, the nature of the knowledge needed and currently produced, the concepts or family of concepts needed; local/national and universal meanings, translations - Methodological tools: local studies, comparative approaches, etc. - A preliminary research program - main issues and topics to address - A networking strategy.

Participatory practices of planning in times of (neo-liberal) globalization. North, South and beyond

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Planning practices in different parts of the world reflect local institutions' beliefs, behaviors, and social patterns. Similarly, participatory discourses seem to mean differently in different settings and contexts. We may use similar words to express different ideas, perceiving differently what we see or hear. This round table intends to exchange ideas and encourage discussions on how we understand the planning practice in general, and participatory planning practices in particular, by taking into account the values and the meanings attached to these words in Brazil and the United States. How do we understand technical/rational/analytical activity directed to solve (or avoid) world systemic problems? To which extend is the planning practice engaged with change and innovation to transform unfair or unjust social realities? Contemporary cities in the global North and South are seeing spaces of conflicts of many kinds, where affections emerge, grievances manifest, and collective identities are created and re-

created. Urban social movements are one expression of such conflicts. They appear when people seek to exercise control over the built environment, counteract social and economic inequity, and influence the political process. In turn, local governments search for strategies and techniques to address the flow of disputes as they emerge from grassroots movements. The city, as generative space of mobilizations, becomes the forefront of new governmental tactics to address citizens' concerns or produce orderly political behavior. In some settings, participatory institutions may co-opt existing social movements, undermining their capacities to accomplish their goals and achieve social justice. In other settings, participatory planning may foster the creation of new civic organizations and autonomous movements that may lead to the intensification or expansion of social mobilization. In any case, strategies increasingly involve participatory planning or some degree of citizen input in public decisions. The call for participation in city planning and policy development has greatly increased in recent years. This call emerges from a broad range of demands, such as political voice, property rights, social inclusion or environmental justice. In the context of the democratization of the "right to the city", an increasing number of governmental and non-governmental organizations are engaging participatory practices. These practices can combine different techniques and multiple purposes, and produce equally varying outcomes, more or less legitimate. Participatory practices can certainly lead to community empowerment, but they can also be misused to legitimize neoliberal agendas by means of invented consensus. They can become part of large urban development schemes that benefit some and marginalize others. Where objectives are not so transparent, outcomes from participatory processes can serve to deepen exclusion of particular groups, rather than fostering equity and community empowerment. This round table presents theoretical and empirical papers on often ambiguous and conflicting participatory planning practices. These contributions intend to identify different participation strategies and techniques, and discuss how they are produced and implemented in different parts of the world. We would like to explore the public frameworks from which these practices emerge as well as the intentions, motives and expectations of those engaged in participation processes. What are the desired outcomes of participatory processes and to which extent do they correspond

to the discourses and justifications of the actors involved? Finally, what are the actual effects of such participatory experiments on actual urban social movements?

TRACK ORAL PRESENTATIONS

Meaning of individual resistance in Tokludedede

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This essay will discuss conditions and effects of urban renewal projects on daily life of inhabitants in urban renewal project area. Case study will be focus on the Tokludedede Neighborhood, also known as Turk Mahallesi. There was almost 80 household in the neighborhood before the demolishing. However, only few of them resist and gain their rights to maintaining living in the same place. Others were vanished. The remarkable part of this case is there was only one family who started and continued to fight against all kind of intervention through they living area, they neighborhood. And there was a little help, or collectivity had occurred during the resistance. At the end, neighborhood that they know was gone; they saved only the house that they live in it. And now they are waiting to confront newcomers and their lifestyle. Tokludedede was one of them oldest neighborhood of Istanbul, last Ottoman and Turk Houses and their traditional lifestyle. Now, there is a five star hotel, a shopping mall and residences that they built

There are multiple results of urban renewal and effects of these results on human life, this paper will focus on this issue in the perspective of urban social movements. In addition to that, local activism and place-based resistance view will be reevaluated with the examples of individual resistance idea. Before the focusing of this paper problematique, we need to ask two main questions to the urban social movement literature: (i) how place-based and individual resistance examples can be framed theoretically? and (ii) what is the important of the individual resistance examples for urban social movement's future?

Social movements are 'one of the principal social forms', in order to gain a collective voice on 'rights, welfare, and well-being of themselves and others'. And these forms may shape in some collective actions, protesting in the streets or occupying a

building, or else, intervening a place and changing it usage. How about individual resistance?

According to the Harvey (2000), urban resistances against neo-liberal policies, feminist or gay activism and right movements mobilizations should be extent their scopes to attach themselves to class struggle if they maintain their action areas. However, a singular event and individual resistance may have meaningful enough to establish Harvey's critical points. "What is the meaning of these individual examples to urban movements?" is the main research question of this paper.

Case Study and Method

Tokludedede Neighborhood locates in Historical Peninsula of Istanbul and it is a one of them oldest neighborhood in the city. It contained the historical view till 2011, after that date urban renewal project started to intervene the physical area of the neighborhood. This paper will be focus on the events after 2011 till now. However, since 2005, mental and psychological pressure of renewal project, namely the rumors of project, had been started to affect the inhabitants. Observation of the case was started in 2011 and it is still continued. In addition to that, I periodically made in-depth interviews with one of them inhabitant who is the focus character of the paper.³

Conclusion

This paper aims to contribute a discussion to the urban social movement literature. Meaning of individual resistance act in place-based activism perspective and importance of local resistance should be revalued in order to fight against neo-liberal urban politics and their unequal results. Although Tokludedede case will tell us about a neighborhood demolishing story at the end, it may not considered as a victory, however it may also stimulate us to reconsider the victories of urban social movements in collective forms and re-open the discussion to meaning of individual resistance.

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³ I prefer to not express my interviewee's name, because there is a legal procuder has been going on between him and the urban renewal company.

The urban windows

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Introduction and objectives:

One of the intrinsic characteristics of urban space is change. Change happens fast and acutely, more so in large cities and metropolises, characterized by agglomeration, mass consumption and economic forces that act strategically over the territory. Even though São Paulo's growth has been slowing down, brisk spatial alterations are still in action. They result from new forms of occupation of public and private spaces; the expansion of new technology; the implementation of infrastructure; the growth of institutions; changes to land use and legislation and, therefore, they are a result of the fast and unceasing reconfiguration of urban spaces. Economic interests and new social and cultural habits modify places and their relationships, transforming the landscape, demolishing buildings, establishing new spatial relationships and local dynamics, with direct impact on people's lives.

However, there are gaps that resist: buildings that remain, perhaps by obstinacy, resistance or neglect; people that have decided not to leave the place that carries their identity as well as the uses and life that remain as a sign of resilience. Across the gaps and through the windows, one can look learn about the story within and learn about the city and its transformations, establishing possible relationships and interdependences.

The objective of this paper is to observe the window view towards places where significant urban transformations are in process and investigate the complexity of

changes, its effects and its relationships with the inside stories. We have selected hybrid places - or liminal places - where new and old stories coexist. With that in mind, we ask: What remains and what changes through the window and in the memory? What gets lost by memory? What are the relations between past and present? What relations between inside and outside can we see through the gaps, through the windows?

Life continues, it changes, the landscape alters, new buildings appear, cars, meeting places, people, relationships; and inside memories, stories and existences follow their own dynamics. The urban processes can be intense and violent, leaving the passive subject vulnerable behind the window, watching life go by with no power to interfere.

The liminality of the window is used here to investigate the spaces in transition through urban processes and their counterpoints: history and identity; experiences and memory. Liminality simultaneously shows and hides, opens and closes upon life beheld through the window and within the interior spaces.

Case studies:

For this article, we selected two different places in the consolidated center of the city of São Paulo, where land uses and occupation have been rapidly changing: an area near Silvio Romero's Square, in Tatuapé, and an area near the Vila Madalena subway stop, in the Pinheiros region. Both these places are landmarks in their respective regions and have been gradually transformed by urban policies guided by the massive demand for transportation, both car-oriented and, more recently, public transport systems.

The first window analyzes the influence of urban policies that enabled commercial land uses to relocate from the traditional urban cores to enclosed shopping malls. Some of these places still retain some of their functions – such as passage, meeting and trade - obstinately resisting change. At the same time, new actors now use these same places in different ways, embedding them with new significance. The increasing use of public space has brought new meanings, but it has also brought conflicts. Public spaces now host diverse activities such as crafts fairs; sidewalk cafes; food trucks; artistic, musical, political events on and around parks and sidewalks.

The other selected window displays two typical twentieth century urban processes. The first is the global and devastating car-oriented city planning, accompanied by the phenomenon of land speculation, verticalization and class segregation. The second is a locally based process that has led to the physical and social transformation of several traditional neighborhoods in São Paulo. It has been guided by urban policies that supposedly seek democratization of access to urban infrastructure, but at the same time have gentrified established neighborhoods and transferred social interaction to the internet and high-rise elevators.

Theoretic framework and methodology:

This research is based on primary sources. The case studies are composed of interviews with building owners and users as well as field visits. Historical and current photographs, census data and legislation will be included in the analysis of the physical space and its context. Analytical diagrams will also help evaluate each of the window's neighborhood and regional context.

Considering that urban space is a highly complex matter, a multidisciplinary framework will guide the work, with input from fields of study beyond urban planning, such as history, geography and anthropology.

To understand the relationship between global dynamics and local resilience, we use the concepts of "strategies" and "tactics" developed by the French historian Michel de Certeau. Strategies are understood as mechanisms of economic and political power and the tactics as a means of local resilience. These mechanisms happen through the action of individuals or small groups, often unorganized, with the intention of taking possession of certain places and adapting them for their use.

Sharon Zukin presents the typical process of fragmentation of local places and social relations by the real estate market. It recreates, through a fictional nexus, the city for visual consumption, where identity, local differences and solidarity gradually disappear and allow the global market to take over. In the field of urban geography, David Harvey and Milton Santos highlight the importance of local action of resistance, allowing for solidarity and identity to territorialize and humanize the city, against global homogeneity and fragmentation.

The contribution of this work resides in the recovery of hidden stories behind global and homogenizing processes that take place in large urban centers, especially in the developing world metropolis. The search for a local identity seems to be of utmost importance while dealing with the rapid pace of contemporary urban change.

VILA MADALENA WINDOW VIEW - POTENTIAL CASE STUDY



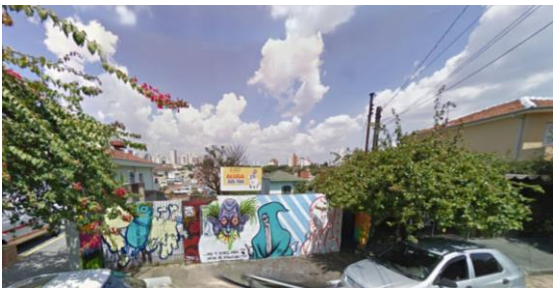
Context, September 2015



First Window, September 2015



Window view in August 2015



Window view in February 2011



New constructions, November 2014



Window view in June 2015:
transparency



Window view in September 2015:
all enclosed



Close up: unfriendly note, September 2015

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A democratizing planning governance in Hong Kong - for whose interest?

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The problem

With a populace itchy to establish full democracy and a political system not yet allowing political parties to form government, planning issues in Hong Kong have been politicized beyond the aim of prompt provision of land for economic activities, affordable housing and a livable environment. Since 2011, increasing planning and land development controversies arose partly because of the intensifying tension in the political system and partly because of the government's identification of severe land supply shortage as the fundamental problem causing severe housing affordability problems, thus making relentless effort to search and develop new land for housing development. A quick survey of the mass media reports between 1911 and 2014 would find that nineteen housing concern groups were formed opposing to government's proposed land use rezoning for housing development or government's public housing projects. These oppositions eventually led to the revision or review of nine development projects. The grounds of opposition were inadequate transport, infrastructure or community facilities. These are legitimate concerns, but they also led to a total reducing of 15,340 housing units. Apparently there are trade-offs in the democratizing planning system: a more participatory planning process and a more empowered civil society versus slower land and housing development processes and therefore higher housing prices; and better livability versus slower pace to improve the housing quality of the disadvantaged groups.

Objective

By examining the planning process of the extension of a new town near the airport, the Tung Chung New Town Extension, and applying the urban governance

concepts, this paper attempts to seek answer for the following questions: whose interest should have priority; who shape public value, for whom and for what; are the disadvantaged groups heard sufficiently even under a more democratized system? In a highly politicized planning system, how much is democracy, how much is politics, and how much is abuse; and what is the role of government in a democratizing planning system – as conflict manager, facilitator or director?

Methodology

This paper examines power relations in the making of urban plans, with a particular focus on the influence of local residents in the planning process. It also examines how the government play its role in a more open and participatory planning mode. Involved in the public consultation process as a member of the expert panel formed by the government, primary data were collected by participant observation. Secondary data were sourced from Census report, government documents and mass media reports.

Main results and contribution

The Tung Chung New Town was planned in 1992 to provide labour support to the new airport which due to be open in 1998, and owing to its proximity to the airport, it is also planned to serve as the gateway to Hong Kong. Its population target was 220,000, spreading over an area of 916 hectare. As a new town in a rather sparsely populated area and with a good public transport system, it is also expected to provide facilities at the regional level. Thus, its major land user is housing, community facilities and service industries. By 2011, it had completed three phases of development, accommodating a population of nearly 80,000 people. In 2013, the government started to plan for the fourth phase of development. After an initial and brief public consultation exercise, in 2013 the government proposed a total new extension area of 134 hectare, accommodating 153,000 population in 53,000 housing units, either public or private housing. However, in this second round of public consultation with the local residents, many of the livability issues were brought up. The plan was subsequently revised, scaling down the development area to 120 ha, the population size to 140,000, and housing units to 48,000. Responding to the much criticized socio-spatial inequity problems between the eastern and the western parts of the new town during the public

consultation process, the underground railway was proposed to be extended, and more housing and community facilities were to be provided in the western areas. This revised proposal was generally well received by the residents during the third public consultation exercise. Currently, the plan is being finalized by the government and is going through the environmental impact assessment.

The socio-spatial inequity problem was created by the planning and development approach of the new town. Four private housing estates, one subsidized owner-occupier housing estate, and one public housing estate were constructed in the eastern part of the new town where the underground railway station was constructed. As induced by the housing types, the population was mostly middle to lower-middle income families with higher consumption power. Also, due to the presence of the railway station providing good accessibility to residents and transient tourists from the airport, more and higher order of recreation, retail and entertainment facilities and goods were available in this part of the new town, making it a vibrant community.

In contrast, in the western part where only a very large housing estate accommodating half of the population of this part of the new town, and where there is no railway station and minimum community and retail facilities, it has become the concentration of the lowest income people. Due to its remoteness, it can only attract the poorest of the poor, that is, those who have no concern about commuting time and costs as they do not intend to seek employment but just live on government subsidy. Thus, in contrast to the eastern part, this section of the new town has a depressing and dissipated atmosphere. During the consultation exercise, the local people expressed grave concern about not being connected with the railway line, the lack of higher-order facilities and the poor intra-town transport. There was also concern about the reclamation of a natural river and the removal of a religious institution. As a result, the revised plan reduced residential site areas, put in place a railway station, private housing and subsidized owner-occupier housing. Thus, then there are questions left to be answered: whose interests are heard more, and on what basis are they justified; who should attend to the needs of the politically less significant; what safeguards should there be in the planning process; has planning been over-politicized, shaping public value obscurely? A deeper analysis of The Tung Chung New Town case based

on the governance concepts concludes that while trying to strike a balance in meeting the needs and demands of different population segments, the planning authority should enhance community education in planning to help shape public value, enhance the transparency of the decision making process for public monitoring and education, and make known of the planning gains and loss to the public, that is, taking an 'planning with the people' approach.

Casting light to the shadows of informal planning networks: how downstream stakeholders seek and protect salience in neighbourhood planning enclaves

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Established neighbourhoods carry a history of commercial, government and community interests that are put at stake in neighbourhood planning initiatives. In an effort to reduce uncertainty and protect community interests, local government planning agencies often define a boundary for any given neighbourhood planning project to ensure that only the voices within the boundary (and by extension, local residential and business community) are considered in any subsequent planning decisions. While these approaches are often considered inclusive in nature, as they champion the voice of local community, this inclusion comes at the cost of excluding stakeholders that sit downstream of many of the consequential changes to the physical, social and economic environment. While these downstream stakeholders hold no legitimate inclusion into localised neighbourhood planning initiatives, the potential consequences may drive downstream stakeholders to proactively seek the inclusion of their interests in an otherwise exclusive planning regime (as per Stratford & Wells, 2009). Why downstream stakeholders seek inclusion is not a mystery, particularly in contexts where inclusion is not a central tenet of the planning initiative (Innes, 1996), but how (and with what impact) is largely underexplored beyond the generalist term of “lobbying”.

The case of neighbourhood planning used in this discussion, the Racecourse Precinct Neighbourhood Plan, is an exemplar of multilayered interests, linking themes of population and commerce decentralisation (as per Gordon & Richardson, 1996), transportation (Williamson, Imbroscio & Alperovitz, 2005) and the strategic actions of stakeholders in planning (extending from Alexander & Faludi, 1996). Further

problematizing the case is the proximity of the city's airport, with the Racecourse Precinct set to be impacted by aircraft noise within the next decade due to the development of a new runway. The new runway poses physical limitations to future development prospects in the area due to subsequent revisions in controlled airspace and requirements for safe operating distances between aircraft and buildings. However, as the airport was not within the original boundaries set for the planning initiative, the airport operator had no legitimate voice in the neighbourhood planning process, and thus became a downstream stakeholder of the planning initiative.

A mix of interview and document analysis from the neighbourhood planning initiative spanning 2010-2013 was synthesised to identify, map and explore the relationships between community, business and government stakeholders. Data included planning and engagement documentation that formed part of the broader neighbourhood planning initiative, along with publicly available information for potential development projects in the area, including the proposed partial redevelopment of the Brisbane Racing Club (a focal point for recreation and commerce in the neighbourhood). Thematic coding of the available documents enabled formal (espoused) interests to be identified for each stakeholder, with key informant interviews used to triangulate the results of the thematic analysis, and identify informal pathways available for stakeholders to reassert their interests to decision makers for the neighbourhood plan (consistent with Peräkylä, 2005). Social Network Analysis (SNA), a common research tool for studying relationships in decision making contexts (Oliver & Ebers, 1998), was used to map the stakeholders' relationships to the different decision-making fora, and to each other. This mapping of stakeholders enabled a more thorough unpacking of relations and interactions between stakeholders that contributed to guiding and/or influencing planning decisions (as per Wellman, 1988). Given that the final neighbourhood plan has been finalised, the analysis (conducted early in the neighbourhood planning process) shows whose voices were heard most, with the resulting documentation allowing clear identification to whether those voices had an impact on the outcomes of the plan.

The results demonstrate how downstream stakeholders, such as the airport operator, interact with formal and informal planning spaces in order to advocate their

interests into an otherwise (practically) inaccessible planning domain. It is important to note that this somewhat insurgent behaviour (see Beard, 2003) by the airport operator appears to be an emergent response to what Blanton (2004) and Kasarda (2006) see as an entrenched tension between airports and their immediate surrounds. While previous literature has looked upon corporate entities as a likely threat to community interests in planning (see Miraftab, 2009), here we see the commercial stewardship of transport infrastructure (the airport) leading to the increased transparency and protection of (some) public interests in the neighbourhood planning process.

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Governance experiences in Brazil: in search of capacities for a shared metropolitan agenda

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In the globalized age, largely populated metropolitan areas, typically bringing together a number of different cities and extending over wide territories, face growing social, economic and environmental problems. International experience shows that, faced with resource constraints and conflicting interests, metropolitan management is, by and large, mostly ineffective while contributing to aggravate existing inequalities. Having to face rapid urban growth, housing shortages, informality and poverty, the Brazilian experience in metropolitan planning also reveals serious shortcomings. It can be argued that, since 1973, reflecting changing tendencies of the central administration, metropolitan management in Brazil underwent three stages. The first was a developmental phase, which spanned decades of centralized planning, and in which public agencies had access to a stream of financial resources. The second was a phase of neoliberal policies, which promoted decentralization and discredited centralized planning, and in which metropolitan agencies received reduced financial support. The third is a more recent, neo-developmental phase, which tends towards decentralization and social participation, and in which agencies are faced with insufficient resources and spreading problems. The lack of top-down directives and the absence of a national urban policy, as well as the 1988 National Constitution determination that the states establish metropolitan regions, gave rise to a multiplication in the number of these official agglomerations. Among various tendencies, four types of agencies and institutional provisions emerge, represented in the following metropolitan regions: Salvador, Curitiba, Belo Horizonte and the Great

ABC Intercity Consortium¹. Aside from regional inequalities, each will have distinct historical paths which emerge in different social, economic and political situations and contribute to produce a setting which brings together resources and drawbacks. The assembly of institutional and political conditions that support the creation and implementation of common endeavors in a given setting can be understood as governance. One of the assumptions of this study is that qualified institutionalization, social organization and wide participation are factors in building a governance system, which occurs through the provision of public functions of common interest and the formulation of a shared metropolitan agenda. Hence, the objective of this article is to identify the scope and limits of different metropolitan governance arrangements in Brazil. An approximation to the metropolitan region of Montreal, whose regional authority dates back from the 1970s, guided an exploratory research including visits and interviews with key influential groups related to metropolitan planning. The aim was to elicit criteria expressing governance conditions in that context which might be applicable in other experiences. The four basic factors are: 1) institutional arrangement and regulatory frameworks; 2) form of articulation and coordination of governmental action spheres; 3) financial resources management; 4) forms of planning and negotiation. The application of the criteria supported the design of dimensions that structure the discussion and analysis of the experiences of the four Brazilian metropolitan regions selected. To further the understanding of the dynamics involved, the procedures included bibliographical and documental research. In Salvador Metropolitan Region, labeled the *institutional metropolitan recuperation* model, a top down metropolitan authority established in 1973 became through the years a rigid and fragmented organization. The present time context reveals both a lack of cooperative participation in planning and in public policies and a move towards change. Potentialities that enhance the scope of the governance arrangement are the creation in 2014 of a new metropolitan authority that include diverse institutions with a metropolitan vision. Limitations are few consortium management practices, an incipient public participation in metropolitan level and a fragile structure for the construction of

¹ ABC refers to the initials of the three municipalities within seven which are part of the Consortium: Santo André, São Bernardo do Campo and São Caetano do Sul.

public policies in order to mitigate the existing extreme socio-spatial inequalities. In Curitiba Metropolitan Region, labeled the *centralized metropolitan management* model, a top down metropolitan authority since 1973 represents a non-integrated planning metropolitan area. As a result, the present time context remains a centralized set of policies that benefits mostly the metropolitan nucleus, Curitiba. Potentialities that enhance the scope of the governance arrangement are the existence of several qualified metropolitan agencies in the region and a few initiatives in consortium practices. Limitations are a lack of spaces or channels for public participation and the fragility of its institutional framework, which reveals clashes between the metropolitan planning body and the transport system agency. In Belo Horizonte Metropolitan Region, labeled the *hybrid metropolitan management* model, a top down metropolitan authority established in 1973, underwent an innovative institutional arrangement in 2004. The present time context shows a system of organizations and agencies that cooperate to carry out public functions of common interest, supported by a Metropolitan Development Fund. Potentialities that enhance the scope of the governance arrangement are formal institutional arrangements, several initiatives in successful consortium practices, protagonists from horizontal and vertical dimensions and diversified representation in the formulation of public policies. Limitations are a strong polarization of the metropolitan nucleus, Belo Horizonte, in relation to the other municipalities and an evident socio-spatial segregation represented by hundreds of *favelas* in the metropolitan area. In the ABC Intercity Consortium, labeled the *cooperative metropolitan management* model, a voluntary consortium of seven municipalities was created in 1990, as a sub set of the official metropolitan region of São Paulo. The present time context is one of a strong yet partly informal governance structure. Potentialities that enhance the scope of the governance arrangement are the efforts to legitimate the Consortium in 2010 according to the Brazilian public consortium law of 2005. Due to its complex articulation with participative agencies, the Consortium has been successful in formulating and carrying out public policies in its sub metropolitan scale. Limitations are the still unconsolidated public participation and the lack of direct access to official metropolitan funds. The analysis of the four different experiences shows that, in the various cases, there are major obstacles towards

building a shared metropolitan agenda. In addition, there is a permanent difficulty to carry out public functions of common interest. Faced with conflicting forces, building conditions for social, economic and territorial justice represent essential steps towards a strong and collaborative governance system.

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Network of domination and resistance in the globalization

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The question proposed for analysis in this article is to examine the effect of the invention of new information and communication technologies and its potential for the organization of socio-technical networks and the transformation of politics. The intention is to examine the results achieved with top-down policies and to compare it with bottom-up ones. What is presented are the actors involved in the network, the designed and implemented policies and the results achieved in terms of conditions of social existence in the city. The principal goal is to identify, map, think, analyze, assess, understand and make public the actors, the processes and facts in the cyberspace, where takes place the main conflict in the context of globalization.

From a methodological point of view it is considered the action as a central category of politics (Arendt, 1994; 1998). Three categories will be considered: the first is associated to the actors; the second, to processes; and the last, the subject of the action. The actors may be government institutions, social organizations and private capital, or all together associated in a socio-technical network. Since the processes are defined by verticalities and horizontalities in the political decision-making process. The objects are considered in different categories, such as, for example, social, cultural and environmental policies, as well as policies for job creation.

An important point is the recognition of a conceptual tension between urban planning and public policy. Urban planning is a field that refers to the ability to think about the future of the space, in which a hierarchy is established that includes a material dimension produced by the economic dimension. When referring to public policy, we are talking about programs of action that goes beyond the visible and tangible dimension of space in order to examine its physical and social complexity. The

analytical proposal is to go beyond the economic dimension and the intervention of bureaucratic power, to understand the spatial complexity as a result of the relational dimension between people and social groups. This means that all these multiples dimensions should be examined, whether instrumental and relational, material and immaterial, tangible and intangible, and also how they transform the exercise of power over the territory (SOUZA, 1995).

The debate in the field should be divided in two different interpretations: the first that values the objective conditions and the second the subjective conditions. This debate is important because often public policies are confused with the policies emanating from the State, which is understood as composed by the political society and the government of public servants, omitting and minimizing the participation of civil society. We must be aware that State cannot be confused with the government of public servants (COUTINHO, 1998). Our analytical proposal is to consider both the objective conditions and the subjective ones, since they form a totality that requires both interpretations simultaneously, in order to understand the multiple dimensions of spatial process. For that it is adopted an approach that values objects, flows and actions, as proposed by Milton Santos (1994; 1998).

The goal is to map what happens of relevant in the city of Rio de Janeiro in the context of globalization (HARDT & NEGRI, 1999; RIBEIRO & SANTOS, 2005) in order to enable the identification, analysis and evaluation of public policies, the socio-technical networks that organize these policies, and its result with regard to social cohesion and changes that transform the spatial organization in the city.

The question that guides the research is:

How, by whom and for whom public policy is produced in the urban areas of Rio de Janeiro in the context of globalization?

To answer this question, the research program is structured around two main points:

1. Global network of domination
2. Indignation network

These points are interconnected: the first is dedicated to the analysis of public policy associated with mega events in the city of Rio de Janeiro. It is analyzed the socio-technical networks that are involved in the transformation of Rio de Janeiro into

a global city. The second point aims at analyzing the *bottom-up* public policies that emanates from public indignation (CASTELLS, 2013).

Starting from a point of view that values the socio-technical network, by dissecting the parts to understand the whole it is fundamental to understand the inner functioning of the network, their invisible and complex parts. Networks have their own rules and are constituted by smaller components that form bigger components through interrelation. The challenge is to understand these relationships, with its own structures and regularities that join its parts and design networks that are able to make the cohesion between actors for shared goals (JOHNSON, 2003). The identification of the actors is very important, not least are the goals around which they operate.

The intention is to understand that the action can only take place in space (RIBEIRO, 2011), and that the socio-technical networks expand the capacity of human action in place. This analysis should allow us to understand the action of the actors in order to examine the role of conflict in the transformation of the territory, in the context of globalization.

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Towards spaces of Trust: The power of integrative spaces in generating trustworthiness amongst groups in conflict cities

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Contemporary cities are the main arenas for conflicts along cultural, social, religious, gender, political and ethnic lines. Yet, in this paper, we are looking for urban spaces where different groups, who live under an intense ethnic conflict, share practices and willingness to occupy the same place. This paper focuses on role particular spaces, their definition and contours in generating spatial practices that manifests collaboration and goodwill among different, for the most part conflicting groups. We understand these spaces as spaces of trust. We follow Sennett (2012) in the search for the “shared politics of place,” which signifies participants, of usually unequal power, as equal within the specific space. We focus on the city of Haifa, probably the only mixed city in Israel, where Palestinian minority and Jews share housing, and recreation spaces well. Within this city we examine two functionally different spaces, the popular bars and restaurants’ street of the German Village, where Jews and Palestinians visit. The second site is the campus of the Technion where 20% of the students are Palestinians, like their proportion in the general population of Israel. By studying the Palestinian and Jewish participants’ spatial practices and their perceptions of the spaces, we configure the spatial counterpart that affords the construction of shared politics of space and the evolvement of spaces of trust. Theoretically, this paper conceptualizes spaces of trust, and practically suggests some planning approaches to enhance it.

Politics and planning: when planning becomes a means of political struggle

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The implications of politics on planning systems and process are a well-studied subject, which makes us to understand how politics manifests itself in the planning contents, while the role of planning in the politics deserves further attention.

The literature on politics and planning emphasises the power structures and political combinations in order to explain how decisions on urban built environment is brought about and by whom they are shaped (Savitch, 1998; Savitch and Kantor, 2002). Politicians, technocrats, other public actors and the representatives of different social groups try to reflect their discretion in what and how cities are built and who are going to get benefit from it.

Since the 1980s, the state's interest in urban land as a means of financing economic growth has resulted in increased pressure on urban management and land-use planning. Large-scale urban renewal projects and spatial plans paved the way for the development of the real estate sector, and in the 2000s, the influence of state entrepreneurialism on urban management became more evident, with urban areas transforming in line with the requirements of the global neoliberal market economy. Recently, state's increasing interest in urban regulation; the commodification of urban land in order to finance economic growth (Peck *et al.*, 2009); the increasing influence of state entrepreneurialism on urban management (MacLeod, 2002); the engagement of the governance regime in policy-making; and the controlling and articulating of the requirements of a global neoliberal market economy (Brenner *et al.*, 2012; Hilgers, 2012; Wacquant, 2012) led to increasing contestations to existing plans. Especially in Global South where urban land and real estate markets are important in distribution of wealth, the social opposition and urban movements became more widespread.

However, it may be wrong to evaluate the rise of opposition only to the planning process and plans. They have been a means of showing discontent to ongoing changes in the cities, the neoliberal urbanisation strategies and projects of both central and local governments, as well as current politics and the ideologies that are represented by existing governments. In this process, different groups have different motivations, changing from derived groups who mainly aim to get benefit from planning decisions, the ones that think that they are losing their collective memories to ones that are seeking for democratic rights. The wide spectrum of opposition, however led to fragmentations within itself, which causes urban plans and planning to become a means of political struggle.

This paper aims to discuss how and why planning became the core of expressing the discontent of different groups. The paper reviews the governance of opposition, including changing power structures, the response of politics to emerging opposition and fragmentations among the different parties that are involved in planning process as well as the ones affected by the plans. While the paper focuses on research findings on Istanbul, it will present the comparative findings from different countries.

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Re-positioning of the key actors in the context of mega projects: canal Istanbul

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Mega projects are described as large-scale and high-cost infrastructure investments which have single purposes (Flyvbjerg et al., 2003; Lehrer and Laidley, 2008) either provide transport options or connect megaprojects and mega-events to each other (Kennedy, 2015). Mega project theme is being criticized in the literature from different aspects; however, complexity, risk and uncertainties are always parts of its critiques. Giezen (2012) claims that mega-projects are usually full of political procedures. Risk and uncertainties might be averted in infrastructure phases, and he phrases that idea as 'keeping it simple'. Nevertheless, as he admits this is not possible for political perspective of mega-projects. Due to this awareness in the literature, one of the example of political complexity is key actors' positions through the project.

Political environment and key actors' relationships between each other are diverse considering countries institutional structures. When we look at Turkish system, political environment always has strong influence over institutional framework. Neoliberalism restructuring in Istanbul has been started since the mid-1980s with flows of capital from global into Turkey (Keyder, 2005) and European integration which is a consequence of global tendency to be part of an inter-governmental network (Keyman and Koyuncu, 2005). These inter-governmental and global policies have triggered to include mega-projects on politicians agendas (Candan and Kolluoglu, 2008). This influence can be seen most of mega projects which are started and used as buzzword in Turkey after 2010. Currently, Istanbul has twenty-one mega transport projects either planned, on-going or under construction. In order to comprehend the dynamic of changes, as a case study, one of these twenty-one mega transport projects of Istanbul is chosen; Canal Istanbul.

Canal Istanbul is a 42 km artificial waterway that is located on parallel to Bosphorus strait on the European side of Istanbul. The Canal is a part of an urban regeneration project; the New Istanbul project, which is consisted of residential, commercial, cultural, and recreational type of developments. Even though, the construction of the Canal has not been started yet, there are legal changes for implementation the before starting to its construction.

In this research, secondary data analysis is the main source. New laws, acts and orders which passed after announcement of the mega project are studied to understand the change of actors' positions and power relations among them. Changes in legal system from the decision-making to construction phase are investigated to reveal the modifications of key actors' role over time through the Canal Istanbul project. According to these changes over time, re-positioning is interpreted to reveal reasons behind them.

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The impact of a public space "de-semantization": the Lacet Curve case in Juiz de Fora, Minas Gerais

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Introduction

This article aims the public space de-semantization issue - the Lacet Curve, located in Juiz de Fora, Minas Gerais, Brazil. This process develops from the local government interference, when it pulled away from there a soccer field, which was mainly used by a part of the society with a lower purchasing power. As a result, this place lost its social function. Since then, this fact has caused the local population commotion, leading all to discuss the city, the urban space and also the urban planning as a discipline. The main goal of this article is precisely to understand as a problem the repercussion that this fact has caused in the society.

Methods and Materials

For the development of this article, deep research on the related event was needed. For a better comprehension, it was created a chronology, which means, a line time where the events were punctuated. These were put together, separated by theme and then, the data were crossed. For better knowledge of the facts, primary sources as pictures, processes, laws, season books and newspapers were surveyed, as well as many related bibliography references.

Discussion

Despite of been "officially" labeled as "Square" José Gattás Bara, this place is commonly called simply as "The Lacet Curve" even in reports, official statements, newspapers and magazines.

It was designed to attempt the Federal University of Juiz de Fora (UFJF) needs of a south access, especially for vehicles. The answer to this need was translated as a lacet (loop) shape, resulted from the pathway drawing in which the access was made.

The proposal mainly focuses car's locomotion in this city and in its connection to the university campus. That is just the reflex of an urban planning where the privilege is always to the automobile traffic in spite of pedestrian, or even the public transportation.

For a long time there was a soccer field in this space. Today, it can no longer be identified any use linked to it. It is nowadays configured as a "non place", or even a "between space", becoming a passage place. This urban environment has been consolidated in Juiz de Fora since 2006, when the law nº 11.235 authorized the soccer field transference. It was then that the place lost its identity. The society could no longer feel that they own this space.

Results

What is evident in this situation is not only the fact of a public space de-semantization, but also the society commotion in recovering an use for it. Several publications in the local newspapers showed what the society claims: in order to affirm its value and potential to the authorities, people protested throughout community action and temporary appropriations of that space.

In the events course related to the Lacet Curve, the first manifestations started from the soccer field withdrawn with the proposal to transfer it to a nearby location. This field was actually used by the Dom Bosco neighborhood residents. The authorities plan was to build a recreational area with sports courts and physical education teachers to the community in that same location. However, this project was not carried out and the field was built in a secluded place with a poor infrastructure. Currently is in a state of neglect.

In October 2007, another fact has led the society to claim their interests: the Juiz de Fora city government would put for sale 25 lots in the city, including the Lacet Curve. The population was mobilized and accomplished what was then called the field "Symbolic Hug" in order to suspend the land sale.

In 2014, in the Dom Bosco neighborhood newspaper, a resident shown his

dissatisfaction state with the social barrier that residents were submitted, showing, among other things, the gentrification process to which the shopping building underwent the neighborhood, by affirming that "once again the black, the poor are taxed as social garbage. Remove an area destined to the population leisure to give access to the mall is a clear prejudice example." He also stated that "if the mall did not want the presence of these people in front of its establishment, it should seek a prime area to settle" (DOM BOSCO, 2014:03).

In community actions favor, the local society has mobilized temporary interventions at the Lacet Curvet and promoted social debate about this public space. This fact can be perceived as a loss sense result among the population, which saw a soccer field to be replaced by a lawn without any meaning or use for the city.

In September 2014, according to the Tribuna de Minas (2014) newspaper, a new cultural occupation brought together a thousand people audience with music performances, dance and films, plus workshops and storytelling. Another situation that prompted the society to reflect about the urbanism as a discipline was the recent fences placement along the Lacet Curve. This was a government intervention in order to try to prevent people crossing in the area.

Final Considerations

Even with such interventions, these still present themselves sporadically, leaving the Lacet Curve, most of the time, at the disuse and abandonment mercy, further reiterating its character of "non place", by the time it comes down to a "flow space".

Therefore, it can be seen that the area intervened occupation process has significantly changed the landscape, whether as urban transformation result or even because of social processes by which passed the city.

It is important to be noticed that the people responsible for the mentioned actions are not the same who used this area previously. Now, who claims for the place utility is a class with greater purchasing power in relation to those who used the space while still existed the soccer field.

According to Lefebvre (2008), the city's right is a utopian political nature aspect based mainly in the popular classes struggles, opposed to the urban space taken by

the capital power. Such segregationist urbanism suggests and states, categorically, the lower income people distancing in urban centers and positioned in a peripheral area without any healthy living conditions. Civil society, which holds the capital power, will remain enjoying the urban space privileges that was built with this intention and segregated goals.

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Hydric crisis, water management and socio-spatial injustice: challenges to be faced from the case of the East Metropolitan Rio de Janeiro

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Environmental problems are observed throughout Brazil, and beyond technical and managerial questions, water-related issues are not simply a result of flaws in the implementation of legislation or technical inadequacy, but represent the expression of disputes between political and economic forces. Such problems are actually the motto for the explosion of conflicts whose central issue has to do with the uneven use of available resources, the idea of environmental conflict appearing associated therefore to the question of social rights and the unequal appropriation of territory and its resources. (Costa, 2010)

In the cities of the modern world, where tendentiously natural resources such as water, are regulated, appropriate and distributed following the market relations, there is the transformation of goods of public use in an exchange value. In this respect, water allocation, use and conservation are core elements of 'urban problems', which became plainly globalized from the 70s, because this service that was considered a right in the state of Social Welfare has been transformed into merchandise to be acquired on the open market (Lefebvre, 1970).

The intense process of urbanization mainly experienced in the twentieth century ended up significantly affecting water bodies in cities around the world, however its consequences are not distributed equally to the population, as occurred in the metropolitan area of Rio de Janeiro. This was because, the poorer and more disorganized people, when "pushed" to areas with little or no urban infrastructure, have suffered more than those living in urban areas and away from the negative consequences of contemporary urbanization.

In this article, the purpose is to analyze the problems related to "water management" in the Eastern Region of Metropolitan Rio de Janeiro. It is intended to reflect on the "water flow" in this region and the power relations involved in this field. The relevance of this theme is because the municipalities of Niterói, São Gonçalo, Itaboraí and Marica do not have watersheds within limits able to meet their water demands, depending mainly on the water sources in the municipality of Cachoeiras de Macacu.

These municipalities are fueled by Imunana-Laranjal system, which is responsible for the supply of about 2 million people. However, the water requirement of the system is higher than its offer, currently representing approximately 400,000 people without care. For this reason, water management in these municipalities has always been one disputed field of regional character. In this context, there are strong inequalities of political and economic power between water users and between the municipalities that make part of this territory.

Besides, in this context of precariousness, social and environmental inequality and regional disgovernance it is installed in Itaboraí County in the East Fluminense a major project of "development", the Petrochemical Complex of Rio de Janeiro (Comperj), which placed the region at the center of attention since the time of its launch in 2006. This whole situation brought strong reflections on the demands, the uses and the direction of flow of water in the region.

Much of this work is based on data from qualitative research conducted between 2000-2012, "Monitoring of Socioeconomic Indicators in the Surrounding Municipalities of Comperj," in which the author of this work participated as coordinator of the thematic environmental sanitation. In the analysis of such data, it was found that the population of the municipalities that are geographically closer to water sources, do not benefit from this situation, despite its high population concentration. It can be affirmed that the privileged position that the people of São Gonçalo and Itaboraí occupy in the physical space, it was not enough to compete with those who hold a privileged position in the social space. This is because, even being geographically near the main supply system it is no guarantee that water will arrive at their home. While in the districts of Niterói (area more "noble"), called "end of line" by CEDAE,

even being more distant geographically, hardly there is water shortage. So we can conclude that "it is the relationship between the distribution of agents and distribution of goods in space that sets the value of the different regions of the social space reified" (Bourdieu 1999).

The survey results also showed that the water management problems are closely related to the lack of opportunities of the local people to influence the process of decision making and the weakness of the official mechanisms established to this date to involve the different social groups or geographic areas. In this context, the influence of more organized groups and with more political power continues to prevail in decision-making.

Since its announcement in 2006, the Comperj promoted in the East Metropolitan Area of Rio de Janeiro State, an economic and political dynamism, as well as socio-spatial transformations, social and environmental impacts and tensions between different social actors, which, according to Novais (2007) characterizes it as a Great Regional Project, because promotes disruption and impact on multiple dimensions.

These investments represented an obvious factor of conflict, expressed, among other ways, by the appreciation of land, population density increase, demand for environmental sanitation and amendments to urban planning regulations. These new standards have enabled economic agents to redefine production ways and strategies of the social space and organization of the territory, according to their interests, which shows strong signs of change in the urban policy for the "urban entrepreneurship." (Harvey, 1996)

An example of these new strategies could be seen in Niteroi in 2013, when a group of companies offered to the municipality a revitalization project of the central area of Niteroi, which resulted in the adoption of the Law of Joint Urban Operation (OUC) of Niterói Central Area. However, given the forecasts presented in population growth in the Neighborhood Impact Report (RIV) with the implementation of OUC in the central area of the municipality, the demand for water will be about 90% higher, which represents the need to nearly double the amount of water which now supplies the entire municipality of Niteroi.

In the end, recently Rio de Janeiro State Government created the Metropolitan Council of Government Integration which has among other assignments to define public policies that guarantee sustainable development of the metropolitan area. However to change this context of major socio-spatial injustices and great disconnection between the producing agents and territory managers (municipalities) it is necessary that this planning prioritize socialgroups rather than economic ones.

Insurgencies in the city: protest, urban planning and dreams for the city

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Urbanization has progressively constituted a primary site of endless capital accumulation, resulting in many forms of barbarism and violence on whole populations in the name of profit. In other words, the creative destruction has taken not only a physical toll but destroyed social solidarities, swept aside any pretenses of democratic urban governance, exaggerated social inequalities and has increasingly terror as its primary mode of social regulation.

Our proposition is based on the understanding that this urban crisis is the common ground of the everyday urban conflicts in which our cities speak, such as the protests that occurred in the United States, Egypt, Spain, Turkey, Brazil, Israel, and Greece. Planning theory and research have since long recognized the importance of the conflict. Contention and conflict around urban development policies and plans are recurrent features of urban life, and cycles of social mobilization and contention are important factors in shaping urban societies. In addition, research on urban conflicts has played a key role in urban policy studies.

By contentious politics we mean episodic, public, collective interaction among makers of claims and their objects when at least one government is a claimant, an object of claim, or a party to the claim; and the claims would, if realized, affect the interests of at least one of the claimants.

We understand protest as an unconventional method of intervening in a government's political decision-making. In fact, social movements employ methods of persuasion and coercion which are, more often than not, novel, unorthodox, dramatic, and of questionable legitimacy. Also, the protest uses indirect channels to influence decision-makers, police and plans. In this sense, a cycle or wave of protests is a phase of heightened conflict across the social system with intensified interactions

between challengers and authorities, which can end in political changes, reform, repression and sometimes revolution.

With regard to these observations, this paper aims to explore two of the recent waves of protest, specially the demands of the protests occurred in the Taksim Square and Gezi Park, in the city of Istanbul, Turkey and the protests entitled Fica Fícus - for a greenest Belo Horizonte, occurred in the city of Belo Horizonte, State of Minas Gerais, Brazil.

Taksim Gezi Park is an urban park next to Taksim Square, in Istanbul, and it is the last green space and one of the smallest parks of Istanbul. In May 2013, a wave of demonstrations began, initially to contest the urban development plan for Istanbul's Taksim Gezi Park, which were its demolition and the replacement of Taksim Gezi Park with a shopping mall and possible residence as well as reconstruction of the historic Taksim Military Barracks, which were demolished in 1940. The protests also spread to other cities in Turkey.

Fica Fícus – for a greenest Belo Horizonte was a cycle of protest that occurred in 2013, in defense of the fícus tree of the Bernardo Monteiro Street, in the city of Belo Horizonte, and of all over the fícus trees of the city. The protests began because these trees were sick and the municipality wanted to prune the trees instead of treat the disease of the trees.

For this analysis, we will utilize as methodology a bibliographical research, documents produced by the protesters and their network of supporters and documents and materials shared by the network of researchers of our research laboratory.

Our findings are that the territory, as such the squares, the parks, the streets and avenues were not only hosting the populations, but they were the political fact that drove the wave of protests, and these public spaces, moreover, were much more than a union of bodies, namely, they were the resumption of public sphere.

In addition, even though the first demands that drove these protests were about an environmental question, it was more than trees. They demanded an urban planning not only made of concrete and asphalt. They demanded a good care of the public spaces and their protection in relation to the economic interests. It was about the

management of the public spaces of the city, and, above all, the city management and planning and the right to the city.

Both of their demands for an alternative urban planning, as we can say, are insurgent planning practices, i.e., counter-hegemonic (they destabilize the normalized order of things), transgressive (they transgress time and place by locating historical memory and transnational consciousness at the heart of their practices) and imaginative (they promote the concept of a different world, both possible and necessary) practices. Additionally, to achieve their demands, they invent new spaces and re-appropriate old ones where they can invoke their citizenship rights to further their counter-hegemonic interests.

Urban planning for whom? Discussing spatially construction of counter hegemony

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Basic question for us, urban planners, is that for whom we practice this profession; %99 of the world or not. New urban space policy is required and it is inevitable. This era gestate a shift to radical urban policies regarding all issues such as public space, housing, daily life, working conditions, economy, production and consumption patterns, environment and so on. Since space is a mere subject of capitalism and power relations, the essence of planning and urbanism which is principally aimed at creating equitarian and collective community, well-defined, qualified and convenient urban public spaces, has got loose. Dialectically, urban social movements for "urban right" increase in recent time. Rise of these movements are more or less associated with urban question. This article presents this claim with certain illustrations and makes an analytical geographical mapping for Middle East.

Upon these frequently increased urban struggles and challenging urban policies, urban planning practices should develop a new way and discuss the radical urbanism. This article aims to represent critical assessment of the challenging/contradictory urban space policies, physical aspect of urban hegemony and call for radical urbanism forms. In especial, housing environment phenomena is focus of interest where significant inequalities take place and originate from, as daily life practices engrave there. How to plan justice is a deep problem and this study searches possible forms of constructing counter hegemony of urban space.

Capitalism has play a key role in shaping the world. It tries to create convenient space in order to reproduce itself and develop for furtherly. Apparently and materially, space is formed throughout the contradictions of among capital and labor, competition and monopoly, private and public property, centralization and decentralization, stability and mobility, dynamism and inertia, poverty and richness and different scales of

various practising. In line, Harvey (1985) proposes a wide explanation regarding the urban phenomena. He underlines that class struggles are not distinct from the urban praxis. These two are all interlinked each other. For the sake of capital or labor is the main question due to neoliberal politics dominance. In order to rechannel the capital, surplus value should be activated/mobilized. Hereby, as the limits of the entrepreneurial city, no doubt it is done through the built environment. Shortly, this is called “urbanization of capital”. Hereby, urban planning become a mean to realize the creative destructions for pulling through the crises of capitalism. It is used for generating certain patterns for capital accumulation. Gradually, this role of planning has brought the “*planetary urbanization*” problem, recently. Uncontrolled, sprawled, unequal, nonconnected, confusing, acontextual urban space (re)development is producing. Even more, implicitly, all we become a kind of beings shaped by meta throughout the patterns of capitalist urban spaces.

Time for radical urbanism

Until the financial crisis in 2008, triggering development endured mostly certain gains derived by speculative property balloons following each other. Meanwhile, protests around the world since 1979 represent that these have become repetitive and they have realized in urban areas. As the capitalism and urbanization overgrown since this time, the protests, struggles have expanded in response. Especially afterwards of 2008, these movements have rapidly increased. Dissatisfaction of majority the human being due to urbanism; expropriation the labor, not affording the urban living costs, the struggles have increased. For instance, the housing question is mere significant issue. Different types of ghettos are developing in urban areas. Struggles about housing affairs are very common in this respect. Confusing, challenging property relations stand behind this urban episode. Expropriating the land, living environment and daily life is commonly frustrating effort of the capitalism, but in response, the struggles are interwoven to break it. People experience contradictory conditions originated from dialectics and dichotomies.

Up to now, planning is used for on the behalf of capital accumulation; in commodification of urban and rural lands, inhibition of public spaces, dispossession practices and vice versa. Contrary to this condition of planning, some efforts should be

activated such as planning the crisis of capital accumulation, balancing urban-rural relations, configuring collective living space and social life organizations and rethinking the real "urban".

Remembering Marx's vowel advise; our duty is no longer understand the world, it should be changing the world. Also, Harvey (1985) states that "space is under threat if the soveign pratice does not change". As urban planners' fundamental occupation is directly practicing the space organization, it is time to subject radical urbanism, because %99 of the world is aside. Planning should discuss creativity for being founder of new construction and counter hegemony formulations.

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Beyond the spatiality of injustice and the injustice of spatiality: the expanding territorial governance

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This paper aims to discuss the theoretical and methodological relationship between territorial justice and territorial governance. In accordance to Mustafa Dikeç, in the dialectical formulation of the spatiality of injustice and the injustice of spatiality, the former notion implies that justice has a spatial dimension to it, and therefore, that a spatial perspective might be used to discern injustice in space. The latter, on the other hand, implies existing structures in their capacities to produce and reproduce injustice through space. In this sense, the notion of territorial (in)justice sets the parameters by which the territorial governance may be oriented. How, then, do these two notions – territorial justice and territorial governance – come together as part of an emancipatory territorial politics? Although territorial justice can be understood as a liberal notion - as governance too - we intent to reconvey it towards a critical perspective. In this sense, governance must be placed in the frame of understanding the state as a contested socio-territorial ensemble, and, pushing this argument further, the socio-territorial restructuring of the state is associated with the emergence of new spaces and scales of governance and new forms of state territoriality. In general terms, territorial governance could be defined as the process of the coordination of actors in order to develop social, intellectual, political and material capital, and of territorial development based on the creation of sustainable territorial cohesion at different levels. In our standpoint, it's pressing to place and face territorial governance as an ethical issue. The defining orientations given by the *European Spatial Planning Observation Network* (ESPON) make it clear that territorial governance focuses on the achievement of sustainable social and territorial cohesion. This idea of cohesion is defined by its resistance to the territorial dismantling, related to the overcoming of territorial inequalities and injustices. In the ESPON report and here it is to be seen not

only as a governance process applied to urban and territorial policies, but as a process that has a specific character deriving from its object, the territory, helping to achieve the broad objective of territorial cohesion. This focus extends the meaning and understanding of the governance concept itself, and places spatial policies as a very appropriate field for the development of governance practices and principles. Then, both of them, territorial justice and territorial governance need to be recast. Along with Philippopoulos-Mihalopoulos, it seems right that “justice cannot afford not to be spatial. At its most basal, the adjective refers to the emplaced, geographically specific conditions in which justice is to be considered, planned for, constructed, imagined”. But it seems also right that the difference between spatial and territorial justice is not straightforward considering when coupled with the adjective territorial the notion of justice becomes less abstract and more differentiated. It’s necessary the careful scrutiny of powerful human strategies called territorialities, as conceptualized by Robert David Sack, to decode the range of territorial governance as a critical analytical tool. Based on what has been presented, we regard territorial governance as a strategic process of political actions coordinated among actors and social agents, aiming at shared solutions to common issues, and to promoting territorial justice. It is a specific process of territorialization, integrated, in turn, to the broader process of territorial development – in different geographic scales. Therefore, the process of territorial governance should result in a fair territorial governance. We envision the possible (re)design of territorial pacts that, at least, i) revitalize territorial development, and ii) promote and consolidate spaces of engagement. When we refer to fair territories, we are implicitly referring to legitimate territories. Based on the considerations made in this discussion, we consider, first of all, that territorial governance is constituent part, thus inseparable, of a territorial development that intends to be inclusive, that is, ethically sustainable. Secondly, we understand that territorial cohesion, once redefined in its social and political aspects, and not only in terms of spatial interactions, manifests itself strategically as a synthesis of that process, and empirically by means of specific territorial configurations, such as productive arrangements, associations, consortiums, and committees. Finally, we understand that territorial governance can only be considered legitimate insofar its

rules, its institutions and practices are based on ethical principles that will, eventually, guide it to territorial justice. We face, therefore, an ethical challenge of utmost relevance in present times: the contextualization of social political territorial practices within the limits of justice and governance.

Sustainable urban development in Bordeaux: politics, policies and spheres of practices

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UN's agenda to achieve the seventeen goals of sustainability for 2030 has been praised for emphasizing the need of the whole globe –north and south– to step up the transformation toward sustainable development. While also criticized for its vagueness and risk of missing the target, it provokes reflection on how issues of sustainability are dealt with in city regions across the world, where much of the work for a resilient future is to be done. My contribution to this track will be an initial tentative analysis of material from my fieldwork in Bordeaux, where I inquiry into planning processes aiming at turning ambitions for sustainable urban development (SUD) into practice. In this paper I first introduce my attempts to grasp these implementation processes in a specific development project driven by a coalition of actors and policies, to give the frame for my inquiry. Second, I connect my study to ongoing research on urban sustainability policy that aims at dealing with governance in planning practices as they are carried out by sociotechnical and political formations.

Three years before the recent UN agenda for sustainable development a webpage with the heading 'Bordeaux 2030' was launched. Urban development initiatives in the French city are communicated through this webpage, which is managed by the division of the city administration dealing with land use. The administration is the loci of my ethnographic research. I follow links from the work of the administration as a core governing institution, to policies from different institutional levels that partake in steering the implementation of SUD. The international agenda established by UN is one such framework that intermingles with, among other, the EU Sustainable Development Strategy, the national initiative "La ville de demain", and the city's comprehensive plan with additional policies adopted to enforce sustainable

development. These policy objects are transformed as they become translated across overlapping spheres of practices involved in the planning process, including policy-makers, planners, politicians, officials, private stakeholders and resident interest groups. By tracing such translations I attempt to map how, in the case of planning processes aiming at SUD in Bordeaux, things do add up, though not necessarily into coherence, and keep track of what happens with the different values adhered to in different spheres when efforts are put into action to coordinate and align sustainable development. Following linkages and connections between heterogeneous practices and spheres and is a mean to track practices across domains often analytically separated into discrete ontological categories in social scientific research.

In a review of existing research on urban sustainability policy, Bulkeley (2010: 231) argues that “taking these issues into account requires a more nuanced concept of the city as a site within which climate governance is taking place, one which recognizes the complex interaction of the social, material, economic, technical and political within and between different spheres of authority”. Rutland & Aylett (2008) can be mentioned as an important account in this regard. My study of how conflict and politics play out in SUD planning in Bordeaux aims at tapping into this request by exploring the complex and interwoven ecologies of commingling and sometimes conflicting practices cutting through the city administration, and operating at difference spatial scales, often overlapping and crossing territorial jurisdictions, in the process generating a mesh-work of policy and decision-making structures. The approach is similar to the empirical research in city managements done with an ethnographic sensibility by Czarniawska (2002). It offers an entry point into how planning processes unfolds in “the political institutions of city-region governance” (Harrison and Hoyler 2014: 2263). The term is useful to point to the organisational structure of SUD planning in the city of Bordeaux which occurs in coalitions, formalized to various degrees, with neighbor municipalities, the national government, non-departmental public bodies and civil society interest groups. My ethnographic engagement with planning practices does at best bring about some suggestions about the conflicts and negotiations taking across policies and spheres of practices that tackle with global environmental, social and economic challenges toward horizon of a sustainable 2030. While in extension

touching upon the fundamental question, for whom?, I will in this paper focus at the one closely linked when it comes to urban planning governance; by whom is the city being constructed?

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The urban politics of sports mega-events in the Global South and North: domination and resistance in struggles over mega-events' development projects

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A new urban agenda based on and in the Global South has been demanded by scholars such as Jennifer Robinson (2002, 2014), Ananya Roy (2011, 2014) and Colin McFarlane (2012). They have been particularly highlighting the importance of urban issues that currently affect most of the world population but have not been addressed by Global North perspectives. Also recently some developing nations have been hosting sports mega-events, seemingly reversing a long term trend of winning bids from developed countries - the latter only hosted or will host one of the six FIFA World Cups and three of the five Summer Olympic Games in the twenty-first century. These changes create a new scenario that reinforces those demands made by current urban studies.

Targeting both problematics, the present paper aims to address issues of urban politics that are emerging in the Global South as neoliberal policies boosted by the attraction of sports mega-events encounter the highly unequal and informal environments of developing nations. By looking at how local governments have tried to avoid dissent during the implementation of large scale development projects associated with sports mega-events and how local communities have reacted to such initiatives, this work intends to analyse the particular ways in which political strategies and tactics of domination and resistance are taking shape under such conditions, contrasting them to those that have emerged in Global North host cities.

Using a theoretical framework that combines Gramscian (Gramsci, 1971) and Bourdieusian concepts (Bourdieu, 1989), the main research questions orienting this paper are: 1) how the combination between coercive and hegemonic strategies is

manifested in different cases of conflicts over development projects associated with sports mega-events? 2) how are the concrete actions underpinning these strategies taken by social agents in terms of their utilisation of economic, cultural and social capital? and 3) what are the possible correlations between their tactical/strategic options and the different levels of informality found in the Global South and North?

Empirical evidence is based on fieldwork recently undertaken by the author on four cases: the construction of the Olympic Parks for Rio 2016 and London 2012; and the regeneration projects related to the refurbishment of the Ellis Park Stadium in Johannesburg for the 2010 FIFA World Cup and the Maracanã Stadium in Rio de Janeiro for the 2014 FIFA World Cup. This allows a double analytical movement: a South-North comparison (Rio-London) and a South-South comparison (Rio-Johannesburg). The methodology consists of semi-structured interviews with community leaders, support groups and local government officials coupled with the analysis of policy documents, media files, and academic literature.

As a preliminary result, the author points out that keeping informal settlements as grey spaces (Yiftachel, 2009), which are sometimes considered as plannable and entitled to upgrading and other times as outlaw second class territories that don't deserve the same status given to formal areas, is key for the prevalence of coercive strategies in the Rio de Janeiro and Johannesburg cases. The ambiguity and arbitrariness of informality as a mode of planning (Roy, 2005) creates room for a wide range of state coercion tools, which goes from law enforcement to intimidation, cooptation and the use of force itself.

On the other hand, the lack of such ambiguities in the London case, mostly represented by the right formally given to anyone for contesting and obstructing the Olympic Park plans through institutional arrangements specifically made for this purpose, points towards the predominance of hegemonic instruments over coercive means of domination. By establishing an "agreement to disagree", any potential dissenter can be dismissed by ideological tools within a framework designed and implemented by the State, leaving coercion, in the form of law enforcement, as a last resort.

However, the consequences of such strategies are varied and dependent on

other local historical conditions. The two Rio cases showed that resistance to development plans from affected communities has been partially successful, forcing the State to significantly compromise. This was mostly based on high levels of social capital, which allowed local communities to go much beyond their own economic and cultural capital limitations and “jump scales” (Smith, 1992), forming networks of resistance. Some similarities were found in the Johannesburg case, although in a minor degree, as the connections and bonds between actors of resistance were more limited. Conversely, the London case presented a lack of social capital leading to atomization and weakening of dissenters.

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The role of planning instruments for governance transformation. The case of Rio de Janeiro's slum upgrading and its effects on the depolitization of the municipal housing policy.

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In Brazil, the New Constitution of 1988 entailed substantial changes for urban planning. In particular, it devolved the decision-making of land use and urban space from the federal to the municipal level (Fernandes 1995). In the case of cities with more than 20,000 inhabitants, the Constitution stipulated the elaboration of a Master Plan aiming to regulate their urban development. Rio de Janeiro's Master Plan was enacted by the Municipal Chamber in June 1992 (Complementary Law No.16/1992). Among others it established that Rio's municipal housing policy should include initiatives for housing construction as well as for favelas' urbanization and regularization. One year later, at the beginning of Cesar Maia's first administration (1993-1996), the municipality started the development of Rio's housing policy using slum upgrading as main instrument through the Favela-Bairro programme.

The existing literature has contributed greatly to understand *“how politics is manifested in the planning contents, shaped by institutional arrangements, and played out in the planning processes”* (CFP-WPSC 2016). For instance, Bahia 2000, Broudehoux 2001, Randolph 2004, Silva 2006 and Simpson 2013, unveiled different hidden processes and interest, contributing to understand how politics have influenced Rio's housing policy and ultimately Rio's planning since the 1990s. However, there is a little understanding on *“the role of planning in the politics of place and the governance of social temporal and spatial relations”* (CFP-WPSC 2016), and in particular on urban policies such as housing and their instrument's role for politics and governance transformation. The Political Sociology of Public Policy Instruments (PPI) approach

argues that 'policy instruments' are not neutral nor available for ready use (Lascoumes & Le Galès 2004). Instead, it understands that policy instruments must be constituted; they create specific effects, influencing policies (ibid). Subsequently, the PPI approach points out that the analysis of 'policy instrumentation', i.e. the problems related to the choice and use of instruments, is key for public policy as it has social and political repercussions. Thus, the overlooking of the slum upgrading instrument's role in Rio's housing policy experience is significant because its examination can contribute to understand how planning instrument such as slum upgrading influence and shape urban politics and governance.

Aiming to address this gap the paper explores Rio's slum upgrading instrumentation from 1993 to 2012. This entails the analysis of its constitution and use over this period, revealing how it contributed to shape power relations and governance patterns. To conduct this analysis the paper builds on the Actor-Network-Theory (ANT) that understands 'the social' as an heterogeneous network of entities called 'actants' created by a specific movement of 'associations' conceptualized as 'translation' (Latour 2005; Callon 1986). Based on the PPI approach and ANT, the paper analyses the slum upgrading as a 'policy instrument', itself being an 'actant' through 'detective work' (Austrin & Farnsworth 2005). According to these authors the 'detective work' was conceptualized as a hermetic method by Latour and Serres and includes '*explication and unpleating: tracing and unfolding complex arrangements to reveal the implicate, unforeseen elements and practices that constitute them*' (ibid: 148). Accordingly, the paper delves into the unfolding of Rio's slum upgrading network of 'associations' using primary municipal archives, semi-structured interviews and policy documents. This results in the production of a chronological 'thick description' which reveals the slum upgrading role for Rio's housing policy and governance transformation.

The paper argues that the choice and use of the slum upgrading instrument contributed to Rio de Janeiro's housing policy depolitization understood as the weakening of strictly political control over the policy process. This by fostering the development of a "technical rationality" (understood as a rational process that enables to determine the relevant means to achieve a predetermined goal), the consolidation of a community of experts, and the creation of knowledge and know-know (within and

outside the municipal government). The rise of this technical rationality undermined strictly political control (depolitization) as it limited the influence of politics over the policy process while enhancing experts' power (architects and planners) over Rio's housing policy materialization and evolution.

The paper seeks to enrich the discussions on *"the role of planning in the politics of place and the governance of social, temporal and spatial relations"*. This by exploring, through the analysis of Rio's case the role of slum upgrading in *"how compromises are made and by whom and how planning forecloses political framing?"* As well as *"whose voices are heard and how they are incorporated in planning processes?"*

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Political bodies, poetic resistances: *Praça da Estação* in Belo Horizonte, Brazil

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The "*Praça da Estação*" (Station Square) in Belo Horizonte/Brazil, is the point from where this planned city has grown. With only twenty years, the first train station building was demolished, to be replaced by a new one, revealing a history of constructions and deconstructions that accompanies the story of this "new" metropolis, always under construction. In 2003, this central square suffered an intense refurbishment, justified by the need to create new spaces for major city events. In its new configuration, a sterile space was created, easily disciplinable, free from the urban mnemonic inscription.

The station building, previously integrated to the urban life, became museum, which gave its back to the city, placing culture as an articulator of gentrification in the very heart of downtown. Ironically, in 2009, the mayor issued an order prohibiting the performance of "events of any kind" in this location, which led to a popular insurgent movement that occupied the square on Saturdays, for months, transforming it in a downtown cemented sort of beach. Under the motto to occupy the city, the square then received other forms of art such as the "*Sombra Grátis*" (Free Shadow) performance, by the local art collective LIO, in which performers climb ladders and open umbrellas to shelter citizens that were waiting for theirs buses under the scorching sun of the square, that has no trees.

From the *Praia-Praça* (Beach-Square) and the poetic-political inscriptions that are produced on the "*Praça da Estação*", this paper aims to question how art and the ludic can face the production of the commodity-city. Our reflection is made from a psychosocial analysis of the (re)constructions of the square and its experiences, and is orientated from a critical theoretical conception about the production of cities that are projected as goods to compete over private investment on a global level.

[DELGADO, 2007; VAINER, 1999.]. The use of urbanization and urban planning as economic strategies can lead to an impoverished urban experiences and to standart cities, consensual cities, increasingly similar, that are made under hygienist, surveillance and controlled measures, in the attempt to silence conflicts and build an suitable image to the urban marketing.

To perform this analysis we start from a literature review, with the guidance prospects brought by David Harvey and Henri Lefebvre over the city and the urban. Simultaneously, urban experiences as a method were used at the “*Praca da Estação*” and in other areas of the city of Belo Horizonte. With inspirations in ethnographic methodology and guided by the *dérive* method on specific occasions, our registration were made as field journal format. From July to April 2014, four guided *dérives* and two urban experiments that dialogued with the performance were done.

It was also part of our approximation with this scenario four meetings and interviews with a group of urban intervention called *Coletivo LIO*. From this material, two pilot workshops were raised, which gathered the themes of the city, urban occupation, art and corporeity.

The question of what kind of city we want is not disconnected from the question of what kind of society we desire [HARVEY, 2013]. Therefore, this work aims to point other ways of the right to the city claimed, but also to present the existing potential of the ludic spaces, which opens dialogue to the city and the society to be created, open to experience. Seeking the legitimacy of these spaces and these discussions, we try to work towards a more democratic, horizontal urban space, where there can be the participation of these speeches even in the draft of urban plans.

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From the “City of Walls” to the “Pilotis Brasilienses”: challenges on the road from spatial disconnection towards social connection in Brazil

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Distinct planning theories have addressed the importance of promoting social connection in the built environment. When Susan Fainstein developed the concept of “Just City” (2010) she used social connection as a fundamental aspect towards the just city defined by diversity, equity and democracy. Fincher and Iveson (2008), additionally, explore social connection as a tool to “plan with diversity” as one of the “three social logics of urban planning”, i.e., redistribution, encounter and recognition. There is no doubt that social connection is a powerful tool and that it can tackle complex issues like urban diversity and spatial justice. However, the Brazilian context shows that there are still many uncertainties about how spatial connection can be used to promote social connection.

Several authors have shown that social connections became more complex and ephemeral in modern society, such as Castells, with the concept of “network society” (2010), or Bauman, with the concept of “liquid modernity” (2000). Although the virtual world plans an important role in the creation of social connection in the present context of the ‘Post-Industrial Society’ (Bell, 1973), physical space still has a part in the creation of social connections. A banker living in a gated community in the suburban area of São Paulo has more social contacts with a banker in London than with a construction worker living in poor housing at the other side of the street. Thus, urban intervention aiming to promote social contact can be extremely challenging, especially in such complex and uneven urban contexts.

This paper aims to establish in what ways the frameworks of the Just City (Fainstein, 2010) and Planning with Diversity (Fincher & Iveson, 2008) can be applied to the metropolitan areas of developing countries. Fainstein argues that the Just City approach could be implemented in developing countries, if certain pre-conditions like democracy and a relative material equity or a culture of commitment to equity are met (Fainstein, 2000: 471). Since inequality is one of the most common challenges of the developing world, it becomes clear that the Just City framework has more chances of success only on urban contexts that have similar challenges of the developed world. This problem is also present with Fincher and Iveson's Planning with Diversity framework. The authors have created a normative guide of how to plan urban spaces for redistribution, recognition and encounter. Nevertheless, this strategy was not only created based on a North-American urban environment, it also does not acknowledge the complexities of extremely unequal cities.

Yet, the fundamental objectives of the Just City framework or the Planning with Diversity framework have no theoretical incompatibility with the aims of most the developing countries cities. They all could profit from having stronger social connections. The main dilemma here is how to achieve that in an urban context where inequality hinders the capacity of promoting social connections. Creating spaces of encounter, recognition and redistribution does not seem to be sufficient in complex and uneven urban environments. In other words, the simple promotion of spatial connection in developing countries' cities does not necessarily lead to the promotion of social connection. With this in mind, this research focused on the spatial variables, beyond simple spatial connection, involved in the promotion of social connection. The main question that this article addresses is *to what extent can spatial connection promote social connection in metropolitan cities?*

To address this question the strategy of this article is to conduct a comparative study between the cities of São Paulo and Brasília¹. São Paulo was defined by Caldeira (2000) as the "City of Walls," where spatial segregation would be so strong that it would corrode citizenship and promote violence. In the other hand, Brasília is the

¹ This article is part of a broader research plan investigating resilient issues in Brazilian metropolises, where social connections are an important aspect. This is way two Brazilian metropolises were selected.

concretization of the modernist dream, where its residential buildings are elevated by *pilotis* on the ground level and they do not have any physical spatial barriers. In theory, they would be extreme examples of “bad” and “good” planning practices to promote social connections. Nevertheless, physical connection between fragmented spaces in the city does not necessarily bring social connection between diverse groups or individuals. Moreover, the fragmentation of space does not necessarily lead to the corrosion of social connections. The relation between these two concepts is not as straightforward, especially in complex urban environments of developing countries. In that sense, this comparative study will shed some light on the underlying forces of how social connection is related to spatial connection in contemporary complex metropolitan cities.

The methods used on this research are mainly qualitative. The strategy is to use interviews and field observation to investigate in detail the social challenges involved in this complex relationship between spatial and social connection. The article will present the data collected from 40 in-depth interviews conducted in São Paulo and in Brasília. During the one-month field trip, besides the in-depth semi-structured interviews, field observation techniques were also applied. As aforementioned, the article started as a theoretical reflection, which will constitute the first section of the paper, followed by a second section about the contextualization of this problem in Brazil. The third section focuses on the methodology and describes the strategy, the strength and the weakness of the methods used. The fourth section presents a discussion of the data analysis, followed by the last section with some concluding remarks to contribute to the debate on the promotion of social connection through spatial connection. Challenges of complex and uneven urban environments, such as the Brazilian metropolises, can contribute extremely to the understanding of the underlying forces of social connection not only in the developing countries, but also in developed countries cities.

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Power inequalities and conflicts in the areas of natural interest. The case of the "Sughereta di Niscemi" reserve in Sicily

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This paper aims to investigate the relationship between land transformation and protection of natural interest sites. Its focus is the relationship between supranational and national policies, able to produce strong impacts on health of the people and environment, and local dimension, characterized by the presence of natural protected areas.

The paper demonstrate how the asymmetrical power relations can influence the effectiveness of planning systems at local level, producing severe forms of environmental and social injustice.

This will be explored through the case study of the natural reserve of Niscemi in Sicily. The reserve "Sughereta di Niscemi" (Caltanissetta, Sicily) is a natural protected area of the Sicilian Region, established on 1997. The cork forest ("sughereta") of Niscemi (3,000 hectares) is the most relevant relict of the oak forests that once covered central-southern Sicily. It is a habitat of relevant natural value (with over 500 species of plants and about 130 species of animals) so much that the area at European level is protected as a Site of Community Importance (S.C.I.) (ITA050007), in addition to being at local level a regional protected area.

In 2001 pursuant to an international agreement, the United States Navy (Department of Defense) has decided to install a M.U.O.S. (Mobile User Objective System) ground station for military communications satellite system in Zone B of the natural reserve "Sughereta di Niscemi", at 60 km from U.S. Naval Air Station Sigonella. Others three M.U.O.S. ground stations are localized in Western Australia, Southeast Virginia and Hawaii. The Sicilian ground station consists of three huge swivelling very

high frequency satellite dishes and two UHF helical antennas, covering a field of half a hectare.

In 2008, the authorization for the construction of the M.U.O.S. was given thanks to the "special" approval of all institutions present at a "conference of services" ("conferenza di servizi") (Legislative Decree n. 387/2003), among which representatives of the regional departments for landscape, cultural environment heritage, the managing authority of the Sughereta reserve, the entity for public forests, and the municipality of Niscemi. Therefore the construction of the Sicilian ground station, started in February 2008 without the traditional authorizations (the Environmental Impact Assessment was submitted only later start of the works, in the summer of the same year), was completed without respect for the natural heritage of the reserve and without observance of the local laws for environment and landscape, thanks to the procedure of the "conference of services".

This is a procedural model for administrative simplification and an instrument of co-ordination of public subjects called to express a (negative or positive) opinion regarding a specific procedure. This "conference of services" is the pivotal-point of the whole authorization procedure and at the same time, with regard to critical points emerging in the work, one of the principal causes of conflict. In fact, the decisions made by the "conference of services" replace the final authorizations from the single public institutions and have the objective of speeding up the tying-up of administrative procedure, especially when dealing with potential international or national funding (and interests). Authorization represents not only the right to transform the soil, but also an instrument for "automatic variation" of the planning instruments, as laid down in the so-called "urban-planning variants" ("varianti urbanistiche"), that the Italian planning system considers as a possibility for modifying approved plans through zoning modifications.

This state of affairs is further exacerbated because, in order to trim down administrative procedures for project approval, with the "conference of services", the required passage through the democratic organs (city council) and control (Sicilian Region) is not carried out (as laid down by the norms in force for approving plans and projects). In fact, with the "conference of services", these steps are evaded and the procedure

for approval of the “urban-planning variants”, from being technical-political, becomes exclusively technical. In this way the level of sharing and participation on the part of collectivity is also sidestepped, through having one’s own representatives elected to the city council. All this seems even more serious in connection with the relevant effects that these practices produce on the transformation of the local area and landscape and which the local community cannot share.

For this reason, construction of the M.U.O.S. was halted for nearly half of 2013 by protests of local associations "No MUOS" related to the health risks and environmental damage due to radio waves in densely populated areas, like the one adjacent to the town of Niscemi. In particular, local associations fight for the revocation of authorisation to the construction and operation of the system.

In spite of the controversy, the M.U.O.S. of Niscemi was completed, but now it is seized by the regional administrative court and this risks to threaten the diplomatic relationships between USA and Italy.

In relation to this point of view, the case of the M.U.O.S. of Niscemi, as well as the cases of Sigonella, Trapani Birgi, Augusta, demonstrate how Sicily always more frequently become logistic center of the wars of the Mediterranean Sea, but also of Middle East and North Africa.

If, at the political (and national/international) level, the issue is how to "please" United States respecting the Italian justice, at the planning (and local) level the question is directly related to social and environmental aspects.

In relation to these considerations, the paper focuses on the cause-effect relationship between international and national policies and planning instruments at local level highlighting that soil transformations through short administrative procedures can produce forms of inequality and injustice, as well as impacts on the health of the people and environment.

These conflicts and power inequalities highlight the ethical challenges and dilemma of planning in natural interest areas, where issues of social justice, sustainable development and suspension of norms are strictly intertwined.

The managerial administration of housing policies in São Paulo (Brazil): institutional arrangements, governance patterns, models of planning

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This work aims to enrich the discussion on the manner in which models of territorial management and planning are structured in Brazil. It is based on an analysis of the housing policy operated in the state of São Paulo through a state agency in particular, the Companhia de Desenvolvimento Habitacional e Urbano (Housing and Urban Development Company), CDHU, a public company that runs social housing programs throughout the state's territory, serving low-income families (with income of less than 1,900 dollars a month, approximately).

The daily interactions between the State (CDHU) and some specific private actors involved in the managerial administration policy - engineering, management and consulting companies - are observed in order to illuminate the institutional arrangements they create and that are possibly established as a governance pattern of public policies in São Paulo.

The hypothesis refers to the State's operating dynamics and their influence on the models of planning adopted: the paradigm of the policy, with little pattern changes over the last twenty-five years, is determined from choices and arrangements that happen exactly in the interface between the state and the non-state actor, featuring a complex decision-making dynamics, which responds to interests that are diverse, heterogeneous, but produce concrete results on the planning, conception and implementation of programs and actions.

The idea that private companies influence political processes and, in particular, the public policies of (and in) the city is part of the common sense of Brazilian politics. There is even a relevant literature concerned with emphasizing the importance of

various types of capital (private, domestic and foreign companies) for the planning and production of our urban territory, highlighting the new institutional arrangements that has been allowing a consolidation of the participation of the private sector in such activities.

However, this phenomenon of interaction is not new nor recent: a quite evident example of that, which can serve us as reference, is the course to consolidation of the civil engineering sector in the country, driven by the expansion of the great construction works for modernization of the territory, encouraged and sponsored by the State since the 1930s, and enhanced in the 1950s under the developmental guidelines of the then government.

Heavy construction companies as well as those dedicated exclusively to developing calculations, projects and consultancy - those that can be allocated in the niche called 'Consulting Engineering' - maintained a strong growth curve during the years in which the country was under the strong hand of the military regime (1964 - 85), reaching the peak of its expansion by the end of the 1970s, leveraged mainly by contracts with public administrations at different levels of government.

Between the 1980s and 1990s, during a remarkable process of adjustment and reform of the State, many of these companies took the market of consulting and management packages more strongly by signing contracts with the state sector in order develop outsourced activities of administrative support, assisting the public agencies with a technical body specialized in planning, directing, coordinating, managing, monitoring and correcting the progress of a particular project or work.

Partly a requirement from multilateral agencies, such as the Inter-American Development Bank (IDB) and the World Bank, for funding urban policies in Third World countries, in Brazil, the spread of managerial techniques in the state structures met, at that time, a number of other demands and particularities such as low capacity of state action, social pressures for reformulations in politics, external pressures from private agencies for new contracts, re-accommodation of interests of political elites in accordance with new reformer requirements directed to underdeveloped countries, etc.

The repercussions in the operative quality of the policy are quite obvious, anyway, with ever stronger guidelines for an outsourced public management model allocating an increasingly denser private technical body in the heart of the state apparatus - consisting of management companies, private foundations, NGOs and all thinkable sorts of consultants.

Such is the case of the companies focused in this work, which have worked along CDHU for at least twenty-five years and since then have taken an increasingly significant space in the daily operations of the programs taken over by the company, in terms of hired services and allocated resources. The growth of their participation can be justified by the increase in the capacity to serve housing demand and also by the alleged efficiency that the presence of the private sector could provide to the implementation of public policies.

Observing the institutional arrangements arising from the interaction between the state agency and such external agencies, at least two fundamental issues deserve to be problematized. The first issue concerns the state's own role in territorial planning and in housing and urban policies in Brazil, and specifically in São Paulo: there would not be a reduction of this role, but a redefinition of its boundaries. The designation of public policies in the institution (and they are not few) involves a mechanism arranged in the wheels of the market, or in forms of entrepreneurialism analogous to them, which in turn reciprocates the policy with demands that are dear to specific segments. This process sets governance patterns structured precisely in these connections that may be considered characteristic of the recent history of urban and planning policies in São Paulo. The second issue is related to the importance of the private agency in this process: focusing specifically on management companies, it is possible to see how they play a prominent role in the network that is established for the implementation of housing and urban policy, especially if we consider the frequency with which they have been working along public authorities and the amount of resources they mobilize. The analysis of the place they take in this plot can therefore reveal new aspects of the relationship between the public and the private sectors in the course of the most recent housing policy in Brazil, and especially its consequences in terms of planning and production of urban space.

There are many challenges standing in the course of planning and producing a fair, dignified and less unequal urban space, either in a specific context such as the state of São Paulo's, in an enlarged perspective, or on a global scale. The issue of institutional arrangements and actors involved in the daily management of policies is certainly a crucial point to understand, discuss, and perhaps overcome them.

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European Union narratives in city-regional planning: an attempt to legitimize soft planning scales?

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Planning practice today is increasingly dealing with new planning scales that have emerged outside the formalized, statutory planning system. These “soft spaces” (Haughton & Allmendinger, 2007) are based on functional areas rather than administrative entities and cut across municipal, regional and national boundaries if needed. Through their fuzziness, they are able to address the real geographies of challenges and problems, and through their inherent flexibility, they offer an alternative to the rigidity, bureaucracy and inflexibility of the traditional sphere of planning.

However, the democratic legitimacy of soft spaces and soft planning remains contested (Faludi, 2015). Due to the lack of a legal and institutional framework, accountability of politicians as well as inclusive and fair modes of participation in the planning process cannot be ensured. Moreover, the ambiguous relationship between statutory, hard planning and informal, soft planning poses a serious problem if planners end up in an impossible choice between legitimate rigidity and illegitimate flexibility (Mäntysalo, 2013). While statutory planning is based on formal authority and legal rights, informal approaches derive their legitimacy from considerably different sources, typically relying on processes rather than legal acts. This is often manifested as “storytelling”, aiming to produce legitimacy through metaphors, common understanding and persuasion (Hajer, 2006; Healey, 2007; Throgmorton, 1996).

The idea of language and argumentation as essential elements in planning and policy-making is not entirely new. In *The Argumentative Turn* (1993), Fischer and Forester highlight how language used in public policy is not mere means of transmitting a message. Instead, language profoundly shapes planning and policy-analysis: “The institutionally disciplined rhetorics of policy and planning influence problem selection as well as problem analysis, organizational identity as well as administrative strategy,

and public access as well as public understanding” (p. 2). Throgmorton (1996) describes planning itself as “persuasive and constitutive storytelling about the future” (p. 217), ascribing planners the role of authors. Hajer (1993) introduces the concept of discourse coalitions, understood as groups of actors who share an ensemble of ideas, concepts and categories which is used to give political framing and social meaning to a phenomenon. The political success of a discourse coalition depends on “its ability to imbed its own linguistic categories in the very structure of the methodologies and practices that shape and guide everyday policy deliberations” (Fischer & Forester, 1993, p. 9).

Based on these theoretical concepts, this paper investigates the use of narratives to constitute soft spaces and legitimize soft planning. It takes a closer look at the informal planning scale of the city-region in three European countries and studies how narratives introduced by the European Union are embedded into city-regional planning policies. Although the EU holds no formal competence in the field of spatial planning, planning in different countries seems to be at least indirectly affected by their EU membership – not least through the planning discourse at EU level. Building on Hajer’s concept, this paper argues that the EU can be understood as discourse coalition: it has developed (and constantly reformulates) sets of ideas, objectives and linguistic expressions that it shares with its member states, trying to embed these discourses and practices into domestic policies. This ensures that ideologies and concepts promoted by the EU arrive on the ground, at national, regional and ultimately local level.

Narratives and rhetorics, however, are not only used in a top-down direction. National and sub-national actors refer to these narratives and thus utilize them to justify their programs, plans and actions. This is especially crucial for actors outside the formal planning system, as new planning scales are not able to derive their legitimacy from traditional democratic mechanisms.

Existing studies have investigated the relation between European and national planning discourse and have identified its crucial role for European integration and territorial governance (see e.g. Böhme, 2002; Cotella & Janin, 2010; Waterhout, 2008). Moisio et al. (2013) address the complex entanglement of national and European

narratives and their contribution to reshape the political geography of Europe. They understand “European space-making [...] as a process whereby different scales are narrated and performed (including negotiation and contestation) in various geographical and institutional contexts” (Moisio et al., 2013, p. 744) and identify the need for further research, dealing with the integration of European discourses into national contexts and their use as arguments in political contestations.

City-regions serve as interesting example to illustrate the emergence of soft spaces, the struggle for recognition and the ambiguity that arises when fuzzy planning scales take over tasks of strategy-, policy- and decision-making. Planners as well as politicians have become aware of the manifold ways in which cities and their hinterlands are functionally connected. This has triggered the need for plans and development concepts that reflect these interdependencies and deal with the challenges and potentials of city-regions as a whole. Despite the undoubted need for these plans, most countries show no ambition to formalize the city-regional level as statutory planning scale.

This paper therefore brings the legitimacy of city-regions into focus and sheds light on the role of European Union narratives in the legitimation process. It thus contributes to a better understanding of the relation between European and sub-national planning as well as the legitimization of soft planning scales.

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Fair building practices: do architectural firms act in a socially responsible way?

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Introduction and Research Question

Globalization and urbanization are interrelated phenomena that have a tremendous impact on the twenty-first century and a substantial affect on the profession of architects and planners. Today, architects and planners have to consider increasing environmental, economic and social planning challenges in their practice. Particularly, architectural firms have a significant role in the growing global construction market; simultaneously, some firms have shown a lack of understanding as to what social responsible building practices really do encompass (e.g. the FIFA World Cup 2022 unveilings in Qatar). As architects and planners are an integral part of the construction process, their decisions or actions directly or indirectly affect the construction process. Therefore, this paper raises the following research questions: How should architectural firms be governed and what responsibility should architects have attributed to them in the construction process?

This study analyses the role of architectural firms and their ability to act in a socially responsible manner in an international, multi-cultural working context. The aim of this investigation is to close the gap between the normative ethical discourse and the descriptive daily practice and their action oriented application of ethics within the field of planning and construction. Furthermore, it may prove significant in contributing to the unexplored area of research related to an international understanding of socially sustainable and responsible building processes.

Theoretical Approach

In this research, a theoretical foundation is built upon two different strands of research: 1) Sustainability; and 2) Governance Ethics and Stakeholder Theory.

1) On the widely discussed topic of sustainable development, social responsibility is an integral part of the debate. The concept of Sustainability is a broadly applied term used to describe social as well as ecological and economic consequences of the actions of individuals, organizations, corporations, and societies. Here, Sustainability is understood in its entirety and serves as a theoretical framework of an integrated model.

2) In Governance Ethics Research and Stakeholder Theory, architectural firms are understood as “as social cooperation projects of the owners of resources for the purpose of mutual individual benefit and the generation of social welfare” (Wieland 2015, p. ix). Furthermore, construction projects are a temporary nexus of stakeholders during the dynamic planning and building process. As various stakeholders are involved in construction, and different perspectives and interest are given, the complex system of interaction that ensues focuses on the framework conditions for social responsibility of the collective actors, who oscillate between dependence and interdependence. Therefore, the main significance of this study lies in exploring in detail social interactions during construction processes, and consequently, gaining knowledge and understanding of the perspectives of various stakeholders is crucial.

Empirical Approach and Outlook

This study will proceed through a qualitative research in two phases to gather an in-depth understanding of stakeholder behaviour (Creswell 2007). In the first phase, based on a review of existing literature on stakeholder theory, the identification and prioritization of stakeholders and their role of responsibility within construction is conducted. In the second phase, the primary focus is placed on architectural firms. Interviews will be conducted of relevant experts, examining how pertinent social responsibility is in their daily practice.

This qualitative approach will provide preliminary insights into the complex interdependencies of various stakeholders involved in the construction processes. In addition, the findings of this paper may be relevant at various levels: (a) to improve the social dimension of construction processes considering the needs of all stakeholders, and (b) to educate future architects and planners.

Source

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Institutionalizing progressive planning: evidence from Bogota and Medellin, Colombia

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State and non-state agents continually intervene in the social and built environments of cities to bring about changes in social relations and the urban form that can help address socio-spatial problems. Of particular importance in the Global South are progressive planning and the change agents that pursue it: state and non-state agents, acting within the confines of existing law, who create and manage urban spaces in ways that improve the material wellbeing and the exercise of substantive citizenship of low-income individuals. In recent decades many Latin American cities have become important referents of progressive planning. From participatory budgeting in Porto Alegre to social urbanism in Medellin, change agents in Latin American cities have challenged embedded governance structures and evidenced – at least for some time – that alternative approaches to planning and managing the city are possible. Despite significant achievements, scholars have shown that even paradigmatic cases of progressive planning can see their continuity challenged (e.g. Gilbert 2015, Melgar 2014). Concerns over the durability of progressive practices are not lost to the change agents engaged in collaboration, contestation, and negotiation over the knowledges, values and interests that should shape the city. Using Bogota and Medellin as case studies, this paper analyses the actions being taken by state planners, civil society leaders, and business elites, in an effort to formally and informally institutionalize progressive planning practices in order to achieve their continuity even if the factors that gave origin to the practices subside. These two cities were purposive selected given the presence of active state and non-state planners and the exemplary progressive planning outcomes over the past twenty years in mobility and public transportation, access to water and sanitation, and provision of public space and urban amenities such as public libraries. In-depth semi-structured interviews,

direct observation, and document analysis were employed to understand how change agents interpret the experiences, actions and situations they are involved in, and how this understanding influences their behavior. The research reveals attempts to give continuity, through formal and informal institutions, at both local and national levels, to progressive practices that address socio-spatial inequality, improve the material well-being of low-income individuals, and expand the exercise of substantive citizenship. Findings on the strategic actions employed by change agents in Bogota and Medellin contribute towards refining our understanding of institutionalization at the local level in light of competing theories that explain it as the product of rational, sociological, or historical factors. From a practitioner's perspective, this research offers the possibility of identifying a set of strategies and actions used in a particular context that could serve as guidance for state and non-state planners in similar settings.

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Criminal planning: the role of traffickers, mafias, and militants in developing world cities

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When we think about urban planning, the images that come readily to mind are of academically trained professionals mapping neighborhoods, conducting surveys, meeting with the public, designing infrastructure—all under the aegis of a government or private agency. People immersed in planning literature will probably think of a wider variety of practitioners and practices, but will not immediately imagine Islamist militants, mafiosos, or Kalashnikov-toting teenage boys. However, in many areas of the world, criminal or illicit non-state groups plan, manage, and implement services traditionally provided by government: water, electricity, education, housing, security, and administration.

In the developing world and unstable regions, illicit actors often become involved in city planning activities such as providing basic services and utilities, managing land use, and administering the real estate market. This paper will look at the conversations surrounding criminal groups engaged in service provision, and suggest a more focused approach to studying their planning strategies. The first section of the paper will explain the rationale for treating criminal groups as planners, and conduct a literature review of existing scholarship on criminal groups in the context of planning; this also a more generalized review of writing on organized crime, because of the paucity of material. As this literature review shows, there is a serious dearth of scholarship on criminals from a city planning perspective, as writing on crime tends to focus on issues of violence, marginalization, and corruption. The second section will propose a typology of illicit non-state actors based on their structure, planning involvement, and relationships with the formal government, finding commonality among these disparate groups. It will discuss three broad types of criminal planners—traffickers, mafias, and militant groups—using the examples of Rio de Janeiro

trafficking gangs and militias, the Medellin cartel under Pablo Escobar, Mumbai mafias, ISIS/ISIL, and Hezbollah (note: I use the term “criminal” as a catchall because it clearly applies to trafficking and racketeering groups; however, readers should keep in mind that Hezbollah is a political party—albeit a militant one with a paramilitary wing—not a criminal group. On the other extreme, ISIS/ISIL’s actions are closer to war crimes or terrorism than the other groups). The third section will characterize two forms of criminal involvement in planning: first, as a replacement for an absent government, and second, as an obstacle to government planning. Both are designed to assert and maintain the criminal group’s territorial and social control, and they rarely exist independently of each other. In fact, they are usually intertwined, creating complex symbiotic relationships between official and unofficial authority.

As the typology developed for this paper demonstrates, criminal planning groups play a handful of different roles vis-à-vis the formal government. In situations where the State is absent, failed, or unwilling to provide services, criminal planners fill a desperate need and benefit underserved populations, usually the poor and racial minorities. In other cases, criminal planners use violence and intimidation to interfere with legitimate State activities, maintaining the lack of official services by force. These two types of relationships are rarely distinct, and most criminal planners both fill in for and hinder the State, creating a symbiotic system in which the State tacitly allows the actor to continue providing services in order to shirk its own responsibilities (or justify its absentee behavior), saving money and effort. This creates a clientelist dynamic and furthers the criminal group’s goal of gaining popular loyalty and securing territorial control in order to continue making a profit (whether from trafficking, racketeering, or construction) or advancing an ideological agenda.

The complexity and interconnectedness of criminal groups’ planning activities necessitates further study and classification. Urban informality dominates large areas of the globe, and criminal planning flourishes in informality, making it a significant factor in city planning policy decisions. Conducting research on criminal groups is made challenging by their violent and secretive tendencies, but it is crucial to understanding their operations. Without thorough knowledge of the services criminal groups provide, government planners risk disrupting existing systems and creating further hardships

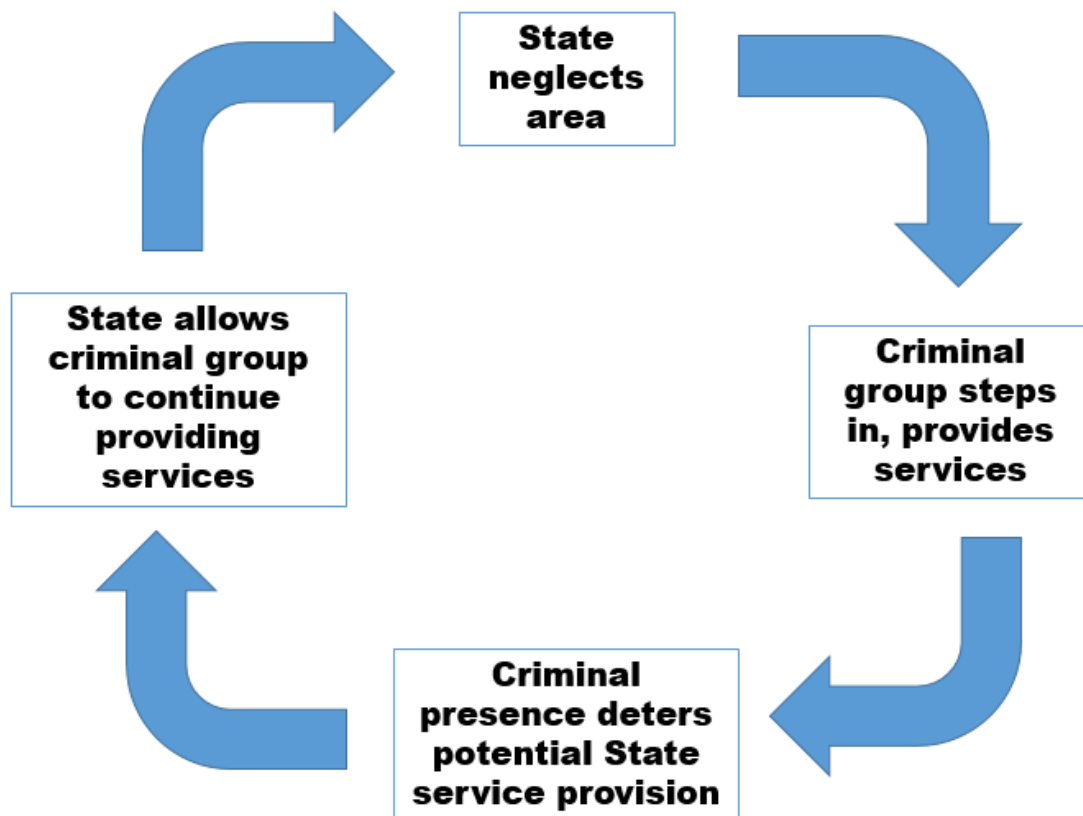
for the poor. For example, the police takeover of a large favela in Rio in 2011 led to widespread water shortages, because traffickers had been overseeing system maintenance. Policy makers required a profound understanding of criminal groups in order to make sound decisions about the areas they occupy; thus this paper argues these groups must be treated as planners as well as criminals.

Figure 1: A typology of criminal planners

	Traffickers		Mafias		Militants	
	Rio de Janeiro gangs	Medellin Cartel	Rio de Janeiro militias	Mumbai mafias	ISIS/ISIL	Hezbollah
Law enforcement (public security, judicial remedies, conflict mediation)						
Utilities (water, electricity, gas, sewage, physical infrastructure)						
Educational/ recreational/ cultural facilities and activities						
Housing						

Administrative services (real estate documents, taxes, loans)						
Health care services						

Figure 2: The complex relationship of criminal planners to the State



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Public perceptions of planning: unpacking resident perceptions and experiences of planning systems across Australia

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The Australian planning system is in a state of unrest with each of the state planning systems implementing widespread reform programs over the past 5-10 years. Planning system reform is also being played out internationally as governments strive to deal with the perceived failings and inadequacies of planning (Campbell et al. 2014). What differentiates Australian planning system reform from that occurring elsewhere is the complexity and multiplicity of systems, agendas and instruments being implemented. Unlike some countries, the Australian planning system is not coordinated by the national government, with constitutional authority for planning resting with the states. For routine planning matters this authority is delegated to local government. Australian planning is also characterised by a combination of discretionary merit-based planning similar to the UK and increasingly a more codified land use planning model found in America.

At the centre of these reforms lie the objectives of improving efficiency of development assessment, thereby simultaneously increasing the economic performance of the property market and improving housing affordability via increased supply (Gurran and Phibbs, 2013). To these ends, the primary theme from planning system reform across Australia is the push for economic growth via so called simplification of the planning process. Often expressed as 'cutting red tape', the planning system is positioned as a barrier to the effective operation of market mechanisms responsible for delivering (primarily) urban outcomes. The second theme is the push for independence, transparency and de-politicisation. In some states, a trigger for reform has been concerns over corruption or undue influence by some development actors. A third theme has been a push for increased community participation. However, the version of community participation envisaged within the

new planning frameworks is vastly different to that available in the past. The general trend across the states is to transfer participation to broader strategic visions, thereby reducing the opportunity for local involvement at the detailed planning and development stage often managed by local councils.

Despite the push to reform Australian planning systems, a significant gap in our knowledge of the implications of planning system reform remains: the general public (those who ultimately live with the outcomes of the planning system and the urban form it promotes) is largely absent in academic and policy debates. This paper starts to fill this gap by exploring the general public's opinion and experience of the planning system across all Australian states and territories (except the ACT). The paper is based on an online survey of 4,039 people. The paper explores what the public wants from the planning system, the influence of metropolitan strategic planning on their local area/city and the processes surrounding development assessment. Importantly, the paper maps residents' desire and willingness to engage with the planning system and what point in the planning process. The paper provides a detailed analysis of the differences in expectation and experiences of the planning system based on household structure, gender, age and income. Importantly, the paper integrates the geography of planning knowledge, comparing and contrasting the opinion of residents living in the inner suburbs, middle-ring suburbs, outer-ring suburbs, regional centres/cities, and rural locations.

In exploring resident perceptions and experiences across Australian states and territories, the paper makes a significant contribution to academic knowledge around public participation in planning and urban issues more broadly. To date much of the research has tended to focus on the 'not-in-my-backyard' (NIMBY) phenomenon. While, recent research have challenged simplistic NIMBY assumptions (Ruming et al., 2013), this paper takes this analysis further by exploring the latent understanding and propensity of the public to engage in urban issues. This paper draws data from a broader public, not just residents who have a direct connection to a particular planning/development decision. This expands our knowledge about community activism by placing location-based opposition within a broader context.

Equally, the project is significant as it explores the planning system as an important point of interaction between the state and citizens.

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"Socio-spatial segregation in Antofagasta, Northern Chile: the impacts of mining capital"

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The problem

Few countries have been left unaffected by global mining boom. While the direct impacts of large scale mining are felt most strongly in regional areas where mines are directly located, the residual effects of mining are observed in rural and urban landscapes located further afield. In less-developed economies, mining has been one of the major drivers of economic growth and of urban development. Stimulated by the arrival of 'Big Mining', and the influx of capital that comes with it, new sources of development have appeared, particularly through rapid urbanization, the focus of this study (Humphreys & Bebbington 2012). Despite these outcomes, it has been widely acknowledged that mining not only provokes environmental struggles and problems in host regions but it also exacerbates social and economic disparities, transforming urban areas where money and actors circulate. These transformations are not only socio-economic in nature, as they also affect different physical environments and political systems.

As a consequence, governments have been pressured by popular, grassroots demands for a more equitable model of development and redistribution of mining revenues at a local level (Haarstad 2012). These new challenges are made on the grounds of equity and sustainability, and they question dominant thinking towards the development of mining-affected cities. A more holistic approach is required to explore the interaction of mining and urban centres, with most of the existing literature giving little attention to the relationship between the benefits and impacts of mining revenues, its linkage with urban development, and its spatial distribution (Slack 2010; Buchardt & Dietz 2014).

This paper contributes to the understanding of these questions through the analysis of the nature and distribution of mining benefits and its relationship with uneven urban development in the city of Antofagasta in northern Chile. To do this, we focus on the implications of social disparities and the spatial distribution of wealth in the city.

The key research question are:

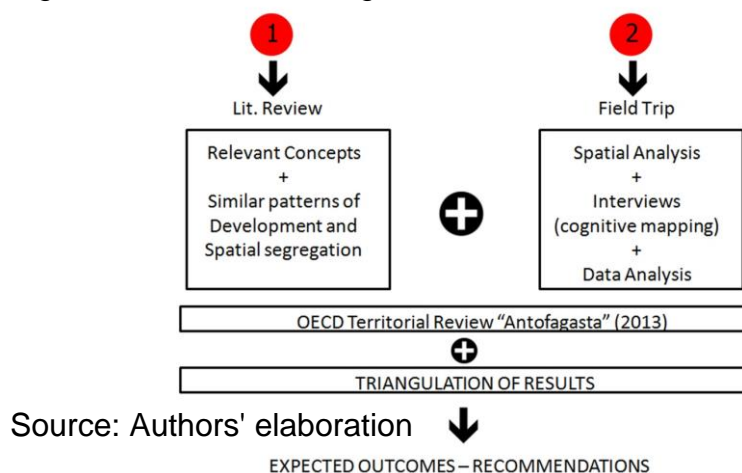
- Does mining influence the use of space and uneven urban development in Antofagasta?
- Who benefits from the mining boom, and how are these benefits spatially distributed?

Expanding knowledge of socio-spatial segregation in mining-affected regions is vital, and, Antofagasta illustrates this problem. Urban development is uneven, and mining wealth aggravates this.

Methodology

A mixed method approach was used, with research conducted in 2014. Relevant literature regarding mining and its implication for host regions was consulted. Common patterns of segregation and development were identified. Fieldwork in the city involved interviews with eight key participants triangulated with quantitative data in order to look for correlations. Finally data from the "OECD Territorial Reviews: Antofagasta, Chile 2013, (OECD 2013) was corroborated to check on the accuracy of the fieldwork findings.

Figure 1 / Research design structure



Findings (main results)

The study illustrates how mining, though an influx of capital, mining related actors and economic migration, has changed the city of Antofagasta in unexpected ways. While the findings identify a relationship between uneven urban development and mining, a greater concern is the lack of governmental control over the city's changing landscapes and inequitable distribution of benefits among residents.

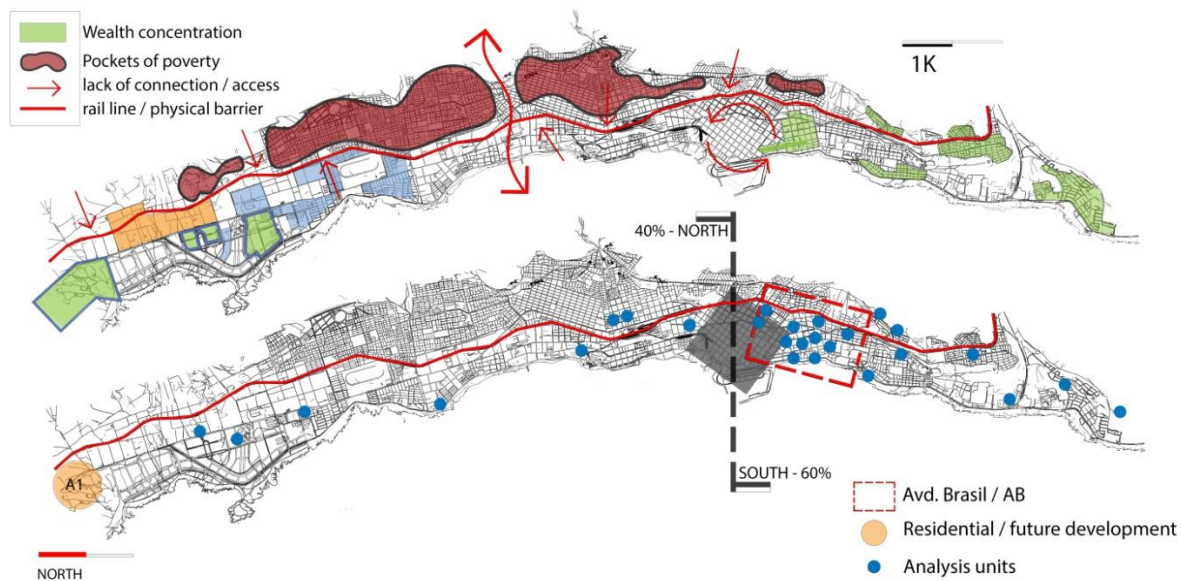
In addition, the government does little to address social equity, since, unwittingly, it privileges the interests of more affluent residents and land developers; sales of government land have transformed urban space into an exchangeable commodity. This process of the commodification of space correlates with altered locational patterns, particularly for housing, with new developments purchased by mining industry workers and investors, with little investment in affordable housing. The biggest concern for the future is the uneven distribution of mining revenues in Antofagasta, a major sink for surplus capital generated largely by mining and a pattern of private investment enabled by government land sales and urban planning.

One of the major driving forces of urban transformation and social changes was the early arrival of mining workers. Mining itself promotes the influx of capital and different actors who influence the process of urbanization, generating major changes of lifestyle, eventually transforming the city and the social environment through demand. [Davey Harvey \(2013\)](#) attributes this process to the current global economic state where the increase of capital surplus is absorbed by cities (in mining regions for example) thus, creating fundamental social inequalities as in the case of Antofagasta.

Antofagasta has been fragmented into valuable and non-valuable spaces which are spatially occupied by polarized social classes. Hence, in order to capture value from land, the government has released land at a price regulated by the market rules. Consequently, most actors cannot participate in the purchasing process, including the local council. As a consequence, land is then acquired and developed by private investors, who follow the market trends -consumer habits, demand and cultural forms- look for investment maximization and profits. This practice has shaped the city's structure by concentrating wealth in specific locations and displacing the poor towards less attractive areas. (See figure 1 below)

More egalitarian access to land requires consideration of ethics and justice within the city, especially in terms of the democratization of the urban landscape and space. In this respect, spatial disparities can be seen as, outcome and process, as distributional patterns that are unfair in themselves (Fincher & Iverson 2012). In this manner, the development of residential projects focus on a minority. In fact, as Harvey (2008) mentions, the right to the city is generally restricted to a reduced number of people who are in a position to shape cities as they wish and then benefit from this in terms of increased property values or business opportunities.

Figure 1 / Top: socio-spatial segregation - Bottom: real estate development trend 2013-14



Source: Authors' elaboration.

Does mining influence the use of space and uneven urban development in Antofagasta?

A worrying finding, is not that mining influences the use of space and the appropriation of better locations through the incorporation of high-paid workers to the city, which increments real estate speculation, but the formation of ongoing socio-spatial processes that are likely to increase the level of segregation over time and thus worsen inequality among residents -a form of uneven development (Smith, 2011). In this respect, a process of value capture from land, through the displacement of some

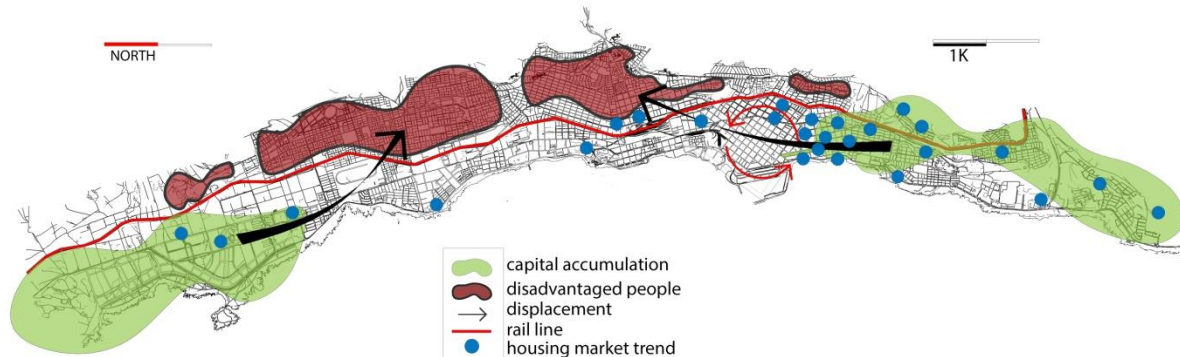
local residents, is likely to occur. Likewise, this process of surplus capital absorption (much of it gained in mining employment) through redevelopment - especially through residential projects- is what [Harvey \(2003\)](#) called process of "accumulation by dispossession" which certainly produces social conflicts and other disruptions in the long run, alongside a concentration of wealth by a minority.

Furthermore, the study infers that the production and segregation of the space has resulted in a housing market failure (in terms of adequate provision, control and regulation), because:

1. there is a lack of affordable and adequate housing provision (a supply side issue);
2. scarce supply of land has pushed up land prices, an adequate supply of land is essential to deliver an equitable housing provision in terms of its value and location ([Haslam McKenzie and Rowley 2013](#)), and
3. this scarcity of affordable housing limits economic diversification and the labour market ([OECD 2013](#)). This occurs, since non-mining workers cannot afford properties prices (buying or renting), due to real estate speculation.

According to [Buchardt and Diets \(2014\)](#), the material realities of change in urban morphology and demand requires a theoretical analysis. In instance, Antofagasta is a good case for the application of uneven development theories. The capital depreciation of some areas (especially the central area of the city) allows speculators and affluent actors in the urbanization process to create profitable reinvestment through the displacement of disadvantaged residents, which in this case occurs towards the city's north-east side, (see Figure 2 below). Thus, gentrification becomes a central node of capital accumulation through displacement of disadvantaged residents ([David Ley 1994](#)).

Figure 2/ cognitive map of socio spatial segregation & housing production trend.



Source: Authors elaboration

Who benefits from the mining boom, and how are these benefits spatially distributed?

The second question is partially answered through the explanation of gentrification process which follows a particular order in this case: (1) capital depreciation, (2) production of new capital (housing), (3) displacement of poor people, and finally(4) increase in socio-spatial segregation. This process not only involves social changes but, as it has been analysed, a physical change in the housing stock and variations in the land and housing market and prices (David Ley 1994 in Lees, L, Slater, T & Wyly, E eds).

The biggest winners in this process are mining-related actors and affluent residents who are favoured with premium locations and good accessibility to opportunities, as well as, developers that have found a niche, also related to the mining boom. Thus, housing supply is not very limited to the affluent, mine workers and others, since the private sector serves this demand very well. Conversely, the problem is the provision of affordable and social housing and access to opportunities and other facilities that may improve city resident's quality of life. Judith Yates (2012) mentions that this situation is exacerbated by the way in which the market operates and the unintended implications of government control.

Furthermore, there are complex set of socio-spatial processes correlated with labour patterns, influenced by mining activity. The effects of gentrification are likely to further increase the levels of segregation evident in Antofagasta. In such a way, gentrification partially explains the distribution of benefits through the city, through

promotion of profitable reinvestment, especially in central areas and, the displacement of disadvantaged residents (Harvey & Potter 2009). Investors are benefiting through a circular pattern of "reinvestment / displacement" as well as mining actors who buy into the better locations and therefore have better access to services and opportunities. Those less positioned economically find themselves displaced.

Finally, it is important to explain that Antofagasta has been shaped by complex historic processes of urbanization that should be discussed in conjunction with the development of the natural resources industry in the region. Mining related infrastructure has increased segregation among residents thorough the appropriation and fragmentation of the urban landscape (the formation of gated communities for example). The rail line in particular remains the major physical and social barrier separating rich from poor. (east - west of the track respectively).

In conclusion, the place of residence in the city will most probably continue to reflect social status and access to opportunities, thus stigmatizing most of the residents in poorer areas, and entrenching poverty. Here, "*living on the wrong side of the tracks*" makes perfect sense, not only through its physical connotations, but it also invites urban planners to strive for better integration and inclusion through their control over land markets.

Contributions

The author hopes that the identification of inadequate mechanisms of distributive justice in Antofagasta can open the debate on the shifting role of the government in addressing social equity, and in turn contributing to existing literature on mining and urban planning.

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From conflict to unity: deconstructing the discursive border between partisan and community politics in the participatory budget of Porto Alegre, Brazil

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Brazilian political culture is permeated by a strong discursive and imagined border between partisan and community politics (Mische 2008). With the end of the dictatorship in 1985, neighborhood leaders adopted a confrontational style of addressing government officials. The deliberative meetings of the Participatory Budget had been typical of this antagonistic communicative style. The Participatory Budget of Porto Alegre, Brazil, is a world-renowned mechanism of municipal resources allocation, which transfers some decision-making power from the City Council to public assemblies (Pimentel Walker 2015). The Workers' Party, who designed and administered the Participatory Budget for four consecutive terms in Porto Alegre (1989-2005), fostered conflict talk at the deliberative meetings as a sign of their accountability in public office.

Scholars characterize government and community interactions at the Participatory Budget during the Workers' Party administrations as "contestation among friends" since a significant proportion of the Participatory Budget public belonged to the Workers' Party (Baicocchi 2005; Wampler 2007). However, a shift in communicative interactions between city officials and neighborhood leaders has been taking place since 2005 when a coalition of political parties from the opposition took office. Conflict talk and confrontational styles of communication have been framed by the new governmental officials as partisan and selfish. An alternative way of conducting deliberative meetings, which emphasizes harmonious styles of deliberation between neighborhood leaders and city officials, became gradually hegemonic.

Projects promoting the creation of “strong communities,” “harmonious cities,” and “unified governments” have proliferated. These projects underscore the emerging emphasis on notions of consensus and civility achieved by minimizing conflict for the sake of unity. Constant calls for unification recall Laura Nader’s (1990, 1996) notion of the “harmony ideology” of legal models, pointing to the way that “harmony” can pacify social unrest and deepen inequality. According to Nikolas’ Rose, “Increasingly, it is the language of community that is used to identify a territory between the authority of the state, the free and amoral exchange of the market and the liberty of the autonomous, ‘rights-bearing individual subject’” (1999: 475). As Gerald Creed (2006) acknowledges, the concept of “community” is an obscure term that takes on a variety of meanings surrounding relationships, hope, and place. This paper highlights an ethnographic instance in which the term community is used to hide conflict and promote conformity to cuts in social spending.

The findings are based on data collected for my dissertation fieldwork, which took place from July 2009 through March 2011. Methodologies used for this paper included participant observation of over one hundred Participatory Budget meetings, archival research of PB meeting minutes and transcriptions of meetings of the Council of the Participatory Budget (COP) for the past 15 years, and collection of oral histories. With these data, I could document the changes in the styles of communication fostered by competing municipal governments and political parties in power. Finally, I compare the expenditure and capital investments budget before and after the Workers’ Party government in order to compare longitudinally the relationship between political party ideology and discursive practices on one hand, and resources allocation on the other hand. Background data for this paper is based on 75 interviews with then current delegates and councilors and a socio-demographic survey of the COP.

Besides reinforcing imagined boundaries between politicians and communities, the discourse of community unity provided by the “harmony ideology” (Nader 1996) facilitated the preservation of the Participatory Budget as an institution during the government transition. The fact that the Participatory Budget started out as a government program and became an institution is positive for local democracy (Avritzer 2009). However, the use of coercive harmony ultimately harmed the

participatory process because municipal officials equated complaints about the Participatory Budget with partisan politics.

Although residents of squatter settlements were the social group that gained most visibility, political space, and resources from the Participatory Budget (Pimentel Walker 2013), slum upgrading and public housing requests either stopped being implemented or have been delayed. The use of coercive harmony in the Participatory Budget pacified protest against unfulfilled housing demands by silencing dissent. Community members and municipal officials alike deployed the emic concept of “unity” to mask disagreements and conflicts of interest. The communicative styles and sociality practices fostered by municipal officials greatly influence participatory planning mechanisms, including their legitimacy, longevity, and redistributive outcomes.

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Universities as boundary objects: urban resilience as discursive encounter

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What is the role of the community-engaged university, and planning programs specifically, in the generation of knowledge for urban development and governance? Universities increasingly define themselves as collaborative, community-engaged, and service-oriented partners in urban development and governance. The scholarship of engagement highlights important dimensions of such partnerships, including land use development capacity, relationship-building with surrounding neighborhoods, and normative, experiential education for students (Perry & Weiwel, 2005; Rodin, 2007). Planning programs have been at the forefront of this movement, often responding to the need in adjacent communities for technical assistance such as design expertise, environmental analysis and remediation, and geospatial representation; as well as process-based support such as public outreach, plan translation, and policy advocacy. In this paper, I argue that the intellectual and ideational role of the academy is increasingly, if paradoxically important for a university that aspires to take its work “into the streets” (Rodin, 2007). Drawing on the work of planning scholars concerned with resilience – a literature with which I am connected (Goldstein, Wessells, Lejano, & Butler, 2013), although not centrally involved – I take up the question posed by Simin Davoudi: how are we to develop “the capacity to imagine alternative futures” (Davoudi, 2012)(303)? I use the work of planning theorists to introduce the concept of *discursive resilience*, and illustrate the potentially transformative role of urban universities in its cultivation and enactment. First, I emphasize social-ecological resilience as a deeply humanist, interpretive, and context-responsive disposition, as opposed to a management outcome or set of scientific conditions to be operationalized. Second, I underscore the collaborative and communicative dimensions of social-ecological

resilience, and in particular the generative characteristics of difference, uncertainty, and stress. Finally, I extend scholarship on boundary work in community-university engagement (Weerts & Sandmann, 2010), collaborative networks (Lejano & Ingram, 2009), and collaborative resilience (Quick & Feldman, 2014) to develop the post-structural and hybrid, socio-material insights of a discourse-based framework. By characterizing the university as a boundary object in networks of urban development and governance, I emphasize under-theorized aspects of its significance and potential in such partnerships. The university is an ideational space, with the capacity to intentionally prioritize lines of inquiry, forms of training, and modes of partnership. Such practices constitute the enactment of urban development and governance discourses, where discourse is understood as not just a narrative and cognitive roadmap, but also as a performance of socio-spatial ordering replete with acceptable behaviors, enabling technologies, and prescribed intents. In its ability to convene and connect various publics, the knowledge-generation role of the community-engaged university includes the power to selectively invite, amplify, and reproduce – or to unsettle and reconstitute – shared discourses of urban development and governance.

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Negotiating inner-city redevelopment in Shanghai

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Keywords: housing requisition, residential relocation, urban redevelopment, decision-making

Housing requisition is defined as the power to take the use rights of residents' housing for public use by the state. Between 1995 and 2010, one million residential units were relocated from the inner city of Shanghai to the outskirts of the city or to suburban counties. In post-reform China, residents have historically been excluded from decision-making in urban redevelopment projects. However, the *2011 Regulation* requires Shanghai residents to vote on housing requisition for inner-city renewal. This opens up a new paradigm for urban redevelopment and housing requisition schemes in China.

Entering into the debate from Fainstein's *Just City* (2010), this paper seeks to understand how citizen participation shapes the decision making process around housing requisition for urban renewal and determine if a participatory approach significantly responds to the needs and interests of the disadvantaged. Among planning theorists there is a debate between those who emphasize communication, negotiation and democratic decision making, and just city theorists who argue that planning should meet the interests of the disadvantaged groups. This dissertation examines the complexities of citizen participation in urban renewal property-takings in Shanghai. It is especially important in the context of developing countries, where rising inequality, mobility, and low levels of citizen involvement make local solutions more important. In my dissertation, I will enter into the conversation regarding the impact of changes of regulations on citizen participation, and factors affecting citizen participation in urban renewal. Fainstein (2010: 36) refers to "equity" as a distribution of both material and nonmaterial benefits derived from public policy that does not favor those who are already better off at the beginning. Further, it does not require that each

person be treated the same but rather that treatment be “appropriate”. Relative disadvantage may be defined in terms of class or group characteristics. I refer the equitable outcome of citizen participation in urban renewal property takings in terms of sufficient means to occupy an equivalent dwelling, adequate compensation for improving living condition, and the equal opportunity for the residents to move back.

I utilize qualitative methods to recognize the complexities of citizen participation in urban renewal in Shanghai, and to develop an understanding of the dynamics of citizen participation and governance structures. The study aims to offer a tangibly better framework for understanding the new context of urban renewal in China. This research draws on document analysis and in-depth interviews with municipal housing officials, district housing authorities, developers and investors on the role of housing requisition and compensation policy in the relocation conducted between June and October of 2014. I interviewed residents impacted by the project to determine whether they feel empowered in the process. Additionally, I attended and observed resident meetings on property taking issues and collect compensation information in the housing requisition center to examine how the participation scheme responds to the needs of disadvantaged groups. Findings from this research will provide a nuanced understanding of the dynamics of citizen participation in urban redevelopment in Shanghai.

The *2011 Regulation* provides a more transparent, open and interactive process for community residents who are directly affected by the housing requisition projects. Residents are able to participate in the resettlement plan-making and decide the fate of the housing requisition project. The new policy offers the opportunity of resident participation, which affects the power dynamics during the decision-making process of housing requisition. It is a positive move. However, there are major factors that may make the resident participation less meaningful and dis-empower certain groups of residents or vulnerable groups such as low-income residents, and senior citizens. Those factors affect the decision-making of residents from old lilong housing when confronting the conflicts in family relations and community service availability. Policy makers should care about the disadvantaged groups and develop “appropriate” equitable compensation, relocation and redevelopment policies. The trust of the

relocated residents in district government officials, as well as their perceptions of fairness in the decision-making process factors into the decisions regarding whether to sign the contract with the district government.

Compared to the negotiations that underpin governing regimes in American cities, the nature of the negotiating process in the Chinese context is different. First, the district government plays a central role in the negotiating process while the city officials usually play a facilitatory role in the U.S. Second, it reveals the characteristics of a socialist regime featuring strong government intervention, active business cooperation, limited community participation, and uneven distribution of benefits and costs of new developments as the socialist legacy used to rely on bureaucratic system to maintain its effective control on land redevelopment. Third, the roles of the planning and historic preservation professionals are marginalized in shaping the discussion of inner-city redevelopment in Shanghai.

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Security of tenure and laws: the case of Cairo's squatter¹ areas

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Keywords: Security of tenure; Squatter areas; Laws: Islamic Shari'a

"Once ownership rights and planning were introduced to cities, their populations lost their autonomy in securing housing. Ownership rights restricted the freedom of housing location, while planning restricted land use, construction and development." (Yalcintan & Erbas 2003: p.95)

For decades, security of tenure has been a problem to most of the developing countries. Almost 50% of developing world urban residents lack legal documents for the tenure security (Payne et al. 2012; Alfiky 2014). Based on the Universal Declaration of Human Rights, adequate housing is essential to achieve an adequate standard of living (United Nations 1999). The right to adequate housing should be enforced with the provision of legal access to land, effective use of land and protection from forced eviction that is obliged by the international law (United Nations 1999, UN- Habitat 2008, Payne et al. 2012). Legal or secure access to land is the opportunity of people to occupy or use the land either permanently or temporally for shelter, economic and productive activities (UN-Habitat 2008). Secure access to land encourages people to invest in land and develop economic activities (ibid).

According to (United Nations 1999: p.32) "Security of tenure implies that the right of access to and use of land and property is underwritten by a known set of rules, and that this right is justifiable." The aim of this research is to study the problem of security of tenure in Cairo's squatter areas and its relation to the law. Security of tenure has been addressed by different laws and agreements either international (e.g.

¹ Areas on state owned desert land

International Law, Declaration of Human Rights, etc.) or national (e.g. Unified Building Law no. 119/2008, Expropriation of Property for the Public Benefit Law no.10/1990, etc.). Besides, the Islamic Law ‘*Shari’a*’, that is astonishing in the rules that govern the right to access land and access adequate housing.

The research will give an insight on the problem of security of tenure worldwide, then focus on the case of Cairo. Also, it will study the different laws and shows how they impacted the security of tenure. Moreover, it will discuss how the static laws in Cairo led to more squatter areas.

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Informal housing in China: the main forms and how the government responded to

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Keywords: informal housing; China; city government

Over the past two decades, China's urban population has increased from 230 million to 550 million. Urban land is not enough, at the same time the city government sold the land to obtain funding, these reasons make the city housing price is too high for many people to afford, thus came out the demands of informal housing. Unlike any other developing countries, there are almost no slums in the cities of China, This phenomenon related to China's population management system, land system and urban management system. In China's cities, the informal housing exists in the form of work shed and shanty down, and in rural areas, the farmers illegally occupied land to build house for sale or illegally sale their homestead to build house, these kind of house is called limited property house. All of these informal housing has brought great difficulty to land management, in addition, the living conditions of the informal housing residents have aroused public concern, both the central and city government has taken measures to solve the problem.

Based on the above background, the paper uses literature research and case study research method, analysis the cause of China's informal housing first, and then from five cities of typical cases, explains China's informal housing phenomenon and the different policies of the city government.

The paper reviews China's urbanization process and how the people flowed from their hometown to another area, analyzes China's household registration system, housing system and land management system, points out that the reason for China almost has no slums in the cites is the restrictions on the household registration system of the rural population into the city and the urban land system that the urban land is

state-owned. Migrant workers who engaged in the construction industry living in container housing provided by the employers, migrant workers who has other profession searching for house of low rent or shanty area that of less supervision, they usually living in old house that need rebuilding, in basement, in dormitory that transform from office building, in illegal structures that build on the roof, in shanty towns on the edge of the town——above these are the source of informal housing in the cities. In rural areas, informal housing mainly refers to limited property house.

Then the paper analyzes typical cases of five cities.

Shanghai, the city is facing great population pressure therefore has the most strict population policy. We investigated the shanty areas in Hongkou District, the government transform the shanty areas since 2010, and the owners of the houses can get a reasonable compensation, but in fact, migrant workers that really living in the shanty areas have to leave and searching for another residence.

Nanjing, the capital city of Jiangsu province, In the process of urban built-up area expansion, a lot of limited property house was built in the rural-urban fringe zone. After 2003, the government began to tackle with the limited property house, and this action has limit the increase of the limited property house. But cleaning up all these informal housing is very difficult, it's impossible to remove all these houses, if the government recognize the houses that already built legitimate, that will encourage more.

Guangzhou, the capital city of Guangdong province, has different problems. Some villages was surrounded by urban areas in the process of urban built-up area expansion, these villages gradually become the place where can provided housing for the floating population, and the villagers also build houses sale to those floating population. The government can't dismantle the informal housing because the villagers can use violence against the government. But finally, they reached an agreement.

Hengyang, an inner city in Hunan province, also facing the problem of limited property house, but the city is still in the expansion, the city government is weak and lack of money, so the limited property house is still in development.

Yiwu, a small but wealthy city in Zhejiang province, many people have a homestead so they can build house by they own, in order to supervise those self-built

houses, the urban planning department made an overall plan that specifies the position of the housing and the form of the outer facade, these specific regulation help reduce the informal housing.

Finally, the paper came to conclusion, China's special population system and land system is the reason why China has different forms of informal housing with other countries. To solve the problem of informal housing, Chinese government has to reform their system, and the city government need an overall housing plan. From the cases we can see government that is wealthy and strong did better in informal housing problem, but negotiation played the most important role. In addition, big cities in China are facing great population pressure and can't provide housing for anyone who wants to live there, thus to solve this problem, the Chinese government needs to search for answers from the regional development policy and the population policy in big cities.

The paper illustrates the reasons for the existence of informal housing in China, and proposes some methods by comparing the government's responses of different cities. It can help the government official and urban planners in China who was troubled by this problem and can also provide experience information for urban planners from other countries.

Behind closed doors: illegal apartments and housing informality in New York City

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In New York City, illegal dwellings—that is, apartments that violate zoning laws, occupancy regulations, fire codes, or that have been illegally subdivided—are an increasingly common phenomenon. Due to limited availability of affordable options in the formal housing market, illegal dwelling units have become a de-facto affordable housing option for many of New York’s poorest, most vulnerable citizens—new and undocumented immigrants in particular.

Using existing housing violations data from the New York City Department of Buildings (DOB) and the New York City Department of Housing Preservation and Development (HPD), combined with interviews and participant observation with key stakeholders such as city officials and regulators, housing advocates, and immigrant community leaders, this research seeks to answer four key questions. First, what is the spatial distribution of illegal dwellings and what factors influence this distribution in the city? How is the phenomenon of illegal apartments regulated and managed by the state? And finally, how is this system of management experienced and challenged by residents and landlords (many of whom are working class immigrants themselves) of illegal apartments?

Initial research suggests a few key findings. Illegal apartments tend to be concentrated in immigrant-heavy outer borough neighborhoods where demand for housing is high and zoning laws limit the construction of multiple dwellings. Second, the illegal housing market does not exist entirely “underground” nor is it invisible from the perspective of the state. Rather, illegal housing is managed by the state through a strategy of “informed neglect”. By informed neglect, I refer to a situation in which city officials and politicians are aware of the problem, yet pursue an approach of general avoidance. Rather than enact wholesale policy change that would address the lack of

housing affordability, the dangerous conditions created by illegal apartments, or the precarious situation of their residents, policy makers and officials simply allow the situation to persist, interspersing periods of permissiveness with targeted crackdowns on the practice—a policy approach that makes the precarious lives of new and undocumented immigrants even more so.

On a theoretical level, this study seeks to connect the study of illegal apartments—a phenomenon common to many U.S. cities with high levels of immigration and tight housing markets—to the issue of informal urbanism more broadly. The idea that informality is an important mode of urbanization is often limited to the context of cities of the global South. This paper will show that, while existing in a different form and at different scales than in cities of the South, illegal housing in the North represents an important chapter in the broader story of informal housing more globally. Additionally, through an analysis of the strategy of informed neglect, this paper will demonstrate that, as in the South, in the North, management of urban informality operates through novel methods of regulation and control which are decentralized, informalized, flexible, negotiable and are well suited for the management of poverty and spatial inequality in the neoliberal city.

Brazilian favelas and Indian slums upgrading: two case studies

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The depressing housing condition for the majority urban poor in the world is a pervasive and persistent global reality today. Over a billion people in the world live in substandard housing conditions. This population is likely to grow in rapidly urbanizing countries such as India and Brazil. In 2010 the number of Brazilians living in these conditions increased from 6.5 million in 2000 to 11.4 million in 2010, distributed in 6,329 clusters across 323 municipalities. In India, one third of the country's population is estimated to be living in substandard housing. A recently released 2014 UN Prospects report 66 per cent of the world population will live in cities by 2050. With this the slum population in the world is likely to grow exponentially. We can expect the situation to worsen due to multiple, interlocking disadvantages slum dwellers face that relate to all three - social, economic and environmental – dimensions of their lives. The situation is challenging in the cities where the deficit of urban housing is already glaringly evident in their urban landscape in the form of numerous slum and squatter settlements.

Historically, squatters and slum dwellers have exhibited unique social, demographic and spatial characteristics of multiple, interlocking disadvantages involving many dimensions: livelihoods and assets; organizational; institutional; security; social and gender relations; capabilities and so on. Government intervention on squatters/slum policies however have been characterized by the various approaches such as regularization of land tenure, sites-and-services schemes, slum

upgrading, and other self-help models yielding various levels of success. Lately, the market-oriented economic reforms implemented during the past 20 years have obfuscated the real problems faced by the urban poor as it failed to address the core principles of enablement, transparency and participation in access to housing and basic services. Moreover, other actors in the shelter sector –NGOs and community groups – continue to be unable to play an effective role in housing development. It is possible to find extremities of poverty in slums in parts of South Asia, Latin America and Africa. Slum population continues to expand unbridled throughout the world.

The two decades of policy experiments and government intervention have generated an inventory of ‘best practices’. In Brazil, cities such as Sao Paulo have been the host of innovative practices in favelas upgrading, interventions in cortices and self-constructed housing policies. Federal Tenement Houses Services Program (PAC) launched in 2007 was the biggest favelas upgrading program ever implemented. In India cities such as Kolkata have been pioneers in land regularization, legal entitlement and integration with wider urban context. These programmes, tailored to suit the specific context and need, however offer opportunities for mutual learning and understanding.

The socio-economic contexts of slums and favelas illustrate the distinct characteristics that often require a ‘bottom up’ approach to fully understand them. Favelas and slums in Global South have nuances and variants that exhibit different traits and characteristics distinctive to the specific context and culture. They display distinct behaviour patterns of urban poor across regions reflecting different survival strategies developed by the urban poor - individually or collectively - to acquire land and shelter. For instance in Brazil, the most effective approach for squatters has been through popular urban social movements but after 2001 City Statute, the federal government included popular housing and favela upgrading into the official agenda. Conversely, the urban poor in India have looked for opportunities elsewhere and developed distinct strategies of integrating and finding a role within the broad frame of economy in order to increase their effectiveness in acquiring shelter. These survival strategies are developed within structural limitations, but according to existing norms, laws and practices that constitute social life. They can be culturally specific, mutually

exclusive. Such revelations have wider ramifications on wider policy making with valuable lessons for each countries.

This study proposes a comparative analysis of two decades of research on slums and favelas management in São Paulo/Brazil and Kolkata/India. Previous research in Brazil centred on understanding the impact of developmentalist and entrepreneurial approach to favela improvements characterized by lack of participation of both user and wider society (Pasternak & Ottaviano, 2014), legalization (Fernandes, 1999); urban and poverty reduction (Fiori, Riley & Ramirez, 2001; Fiori & Brandao, 2010). In India, the focus has been on the role of state from direct provider to enabler and impact of neoliberal approach on slum dwellers (Sengupta, 2007, 2010; Mukhija, 2004; Risbud, 2002). Recently research on reforms and affordability has been common (Sengupta, 2013). Moreover, both Brazil and India have been at the forefront of global awareness on squatters/slums through high profile media including Hollywood movies such as City of God and Slum Dog Millionaire. The media interest has helped put these settlements in mental map of millions of people. It also exposed us to the complex layers of squatters' lives that are deeply connected to how and where they live. On this basis and in conjunction with the policy experiments the two countries have witnessed over the last twenty years, this study aims to point an overview of slums and favelas reality after two decades of intense intervention.

Diagnosis in slum upgrading projects: considerations through recent Brazilian experiences

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The word Diagnosis refers us to the field of medicine. By knowing the symptoms, it is possible to identify the disease and determine prognosis and treatment. The use of this term in the field of urbanism implies a certain biologization of the notion of urban analysis, frequently employed by the Chicago School of Sociology (LAMAS, 2007 e VALLADARES, 1998)

Reckoning the slum as a territorial morphology is a recent approach not only in Brazil but also around the world, as the very history of slum interventions demonstrate. During the first slum interventions in Brazil, governments tried to eliminate these territories, treating them as ‘diseases’, rejecting their existence and, therefore, the full comprehension of this phenomenon.

Although nowadays we still witness questionable eliminations of informal housing territories through violent evictions (FERREIRA, 2015), slums are, in most cases, acknowledged as an alternate solution when there is a shortage of accessible housing.

Slum upgrading projects (in Portuguese, Urbanização de Assentamentos Precários – UAP) have been conducted through public programs by progressive city administrations since the 80s and the 90s in Brazil (DENALDI, 2003). Nowadays, there is an unprecedented amount of federal resources allocated to this kind of projects, despite the obstacles faced by the UAP program when trying to achieve more qualified results (MORETTI et al, 2014).

Regarding the UAP, the term diagnosis is usually applied to the moment of gathering necessary information for further interventions. The interest in an exhaustive compilation of the tangible and intangible features of a territory should indicate a special concern for the settlement and its dwellers, as well as for the preservation of

their legitimate interests. However, in spite of this concern, the Brazilian experience shows how distant the UAP projects are from taking vernacular practices into consideration, and how difficult it is to design interventions taking local perspectives into account.

On the other hand, there are cases where diagnoses are understood as tools that help to clarify design decisions, and as important elements for the comprehension of the territory, its dwellers, their actions, uses and representations.

This is how some pioneer architects and others experts in UAP have been discussing and developing their projects in precarious settlements in Brazil. This research focuses on some of these innovative experiences, seeking to draw lessons from them. We will focus on architects who believe in the potential of (and the need for) informal ways of building and occupation, and whose work is based on these models.

We will visit some of their UAP projects that have been built in the last 10 years, interview these professionals and collect information about their working process, with the intention of understanding how militant subjects have been working in these “inhospitable” environments, with public governments and, most of times, limited resources.

It is important to highlight that socio-territorial readings, i.e diagnosis, have usually plenty of difficulties and technical barriers when regarding UAP projects. The lack of preliminary information and the frequently long time frame between making the diagnosis, designing and building constitute true obstacles against the success of UAP projects.

UAP interventions, in all their phases – Diagnosis, Design and Construction – have the potential to alter spatial and social dynamics in urban territories. In order to accomplish real transformation, it is fundamental for the socio-territorial analysis and its correspondent design to respect an integrated approach to the settlements in question. It is imperative for this kind of integration to withdraw from intentional/discursive plans and to embrace action plans, thus finally materializing in the territory.

Bearing in mind that the notion of diagnosis is often related to a problem-solving mindset, the approach to precarious settlements is likely to hover in the realm of what

needs correction. The political agenda on slum upgrading should adopt an alternate mindset, one that sees the potentiality of these settlements. Thus, not only diagnoses but also designs and interventions could aim at more ambitious and beneficial results, which would enhance the positive qualities in these areas, instead of applying palliative treatments for their social-spatial issues.

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Poverty in *urban zones of exception*: urban segregation in São Paulo

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The central hypothesis to be engaged in this work is that the elimination of the image of urban poverty, of living precariously, which in the beginning of the 20th century was disguised by the need to eliminate unhealthiness and immorality, has undergone changes in its way of application, without, however, leaving the Brazilian political urban agenda. If urban segregation presupposes the use of urban design tools, especially road works for the creation of *locations* (Villaça, 2004), it is intended to present here the way in which the Public Policy in Brazil has acted to create what could be called “*segregating locations*”, by sponsoring the elimination of slums.

The return guarantee for investments to be made by the private sector presupposes, in the current case of the Água Espraiada Consortium for Urban Operation (OUCAE, in Portuguese), in the municipality of São Paulo, the total suppression of 29 slums, with the prolongation of the Roberto Marinho Avenue, the building of a tunnel and a linear park. The motto for the works estimated in more than 4 billion Brazilian reais is the opening of a new front for real estate capital, with emphasis on private investments in housing and services. If the success of this contemporary model of urban planning presupposes the viability of private investments, it is convenient to consider the mechanism that ensures such viability. This research intends, therefore, to explore the final form of these plans – urban design itself –; how the physical poverty has been eliminated, notably the slums and the other “informal settlements”, as a hurdle to the return of private investment. Opposing the consolidated speech in the last quarter of the 20th century, about the integration of informal settlements to the formal city as an urban policy, the State continues to fund its elimination in regions destined to be given to the real estate market in exchange for ‘financial contribution’ (in the form of onerous grant of the right to build).

From a historical perspective, of an analysis of the way the State has worked the issue of slums in two specific contexts – Sao Paulo and Rio de Janeiro – it is intended to demonstrate that a lot of the recent actions have, despite their new clothes, similarities with ancient practices, like the maintenance of the removal culture, which has characterized the most conservative urban actions for more than a century.

The phenomenon observed in the OUCAE's scope follows a logic that has been applied in different Brazilian cities, and which the most apparent result is the elimination of slum territories in big cities' central areas. If it is chocking that the State can ally itself with real estate capital to define in what determined part of Sao Paulo city more than eight thousand families will be removed to give space to a park, one can say that the case in study has absurd proportions. However, it cannot be treated as a "new" phenomenon. The slums in the south region of Rio de Janeiro, for instance, although numerous and quite outstanding in the landscape, add up to a relatively small percentage if we look closely to the northern regions and, especially, to the west of the city. Tens of slums were completely removed in the Lagoa Rodrigo de Freitas' surroundings between the years 1940 and 1960. The case of Recife is also emblematic. If the *mocambos* in the wetlands distinguished themselves as the standard typology for slums in that municipality, today they are a minority amongst the wetlands' settlements. After violent actions in the years of 1930 and 1940, in which more than 40.000 *mocambos* were demolished in the central area, one can say that the slum phenomenon in Recife takes on, predominantly, the form of occupation of slopes on the outskirts of the city. In Sao Paulo, slums are also being eliminated from the expanded centre since the last decades, instead of being urbanized.

The finding that there isn't necessarily a change in the State's action logics (in the case of removed settlements) and the study of today's urbanization practices, such as slum consolidation in the city's suburbs, direct the research to reading the contradictions posed by the increase in public investment in slum urbanization, especially with the *PAC-Urbanização de Assentamentos Precários* (PAC-UAP; a political package of measures for slum urbanization), in the face of the interests of real estate capital and large builders, since the years 2000 in Brazil.

Therefore, the historical reading on the evolution of the applied methods by the State and by architects involved in the issue gain importance, besides the context analysis set by the rise of investments in social policies in the years 2000 and its reflex in urban and housing policies developed on a municipal level. Under this scope, the changes on focus that the State has given to urbanization will be questioned, as well as the removal of slums as a practice that has yet to be overcome.

The used methods of research here presented are based on a historical-structural approach, through which empirical data are confronted to theoretical references and vice-versa. The analyzed slums were mapped and seen according to their urbanization potential, from data collected empirically. The data will be presented graphically to demonstrate solutions that could be adopted out of the Urban Operation's scope; scenarios that consider the integration of the settlements to the formal city, recognition of their urban qualities, infrastructure adequacy and the maintenance of its residents. The research also has a review of bibliographical references on the social production of urban spaces in Brazilian cities, and also other works that have been contributing to the making of a theoretical outline from which the study object has been analyzed.

Residential real estate market in Paraisópolis: what has changed in the last ten years?

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Background

With 17,000 households, Paraisópolis slum is the second most populous of São Paulo, encroached the valued neighborhood of Morumbi. In 2005, it was a case part of a nationwide study on informal residential markets. Three responsible for that research are part of the team of this proposal, which will make use of the old questionnaires, numbered about 800. Much has changed in Paraisópolis and its surroundings since: urbanization works, implementation of infrastructure, social facilities construction, removals and relocation of families living in risk areas, construction of housing: punctual interventions.

Objectives

This project aims at: consider the changes in the informal housing market in Paraisópolis slum and its relationship to public intervention and the development works undertaken between 2005 and 2015.

Specific Objectives

- Identify the types of real estate transactions in the informal market. For example: buying, selling, renting of "land", independent housing units, units ready in housing, comfortable, "slabs"; real estate production for rent; demarcations and shacks in reoccupations.
- Observe the part of commercial real estate trajectories surveyed in 2005, the motivations for the transactions and investigate possible destinations for families occupying these buildings.

- Lift the real estate launches the formal market in the slums surrounding neighborhoods and identify whether and what would have been the impacts of urbanization works on this market.
- Studying the constraints and prospects for adoption in the area of recovery policies of land valorization.

Hypothesis

The hypothesis is that the informal market intensifies with the development of public works, the assurance that the territory is formalized gradually consolidating some housing situations also creates favorable conditions for transactions, awake interests and demands within the favela or between favelas of the region. It is observed still some cases raising specific questions:

- The construction of the upright housing tends to create a kind of marketing of finished units, informal and "unauthorized".
- Unoccupied areas, object of work fronts removals, undergo a process of reoccupation by selling "lots" marked and rudimentary shacks. These situations do not involve actual spaces for housing and aim to ensure future housing care, featuring trade public records.
- The mechanism of rent allowance (grant 400 reais a month granted the family removed to the final housing assistance) may be causing an impact on the informal market rent.
- Apartment buildings or rooms on ground floors of commercial use, built by informal promoters reveal a kind of "real estate production" forward-rental. That's probably a novelty,

Methodology

An empirical research that crosses quantitative and qualitative methods has been defined... Secondary data collection will allow verify the order of magnitude both of the recent real estate transactions, the sample selected from the universe surveyed in the past decade. These two moments are compared, observing any changes in the dynamics of this market. Semi-structured interviews with current estate of residents surveyed in 2005 have the specific purpose of identifying the impact of new dynamics in this informal market on the wellbeing of families.

Finally the information of the formal launch nearby enable check, for example, the relationship between prices for this segment and those in the informal market or intervention in the settlement could have an impact on formal surrounding market.

Sponsorship

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In Sum

The proposed session at the IV World Planning Schools Congress is to present the first results of this research and to have them discussed with experts from Brazil and abroad.

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Spatiotemporal dynamics of urban villages in China

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Since the introduction of economic and social reforms in the late 1970s, China has experienced a huge influx of people into its cities, coupled with massive urban expansion. As a by-product of these processes, urban villages (*chengzhongcun*) have emerged and evolved rapidly to satisfy the increasing demand for low-cost housing and a variety of social and economic activities. In many cities, the spatial growth of urban villages represents a very large share of total urban growth and has significantly shaped the cities' land-use patterns and residential profiles. However, in both planning practice and research the urban village phenomenon has often been viewed as a relatively simple, static and homogeneous stereotype of migrant enclaves. Moreover, as the urban village generally has a negative image encompassing many environmental and social problems, urban policies aim foremost at their demolition and redevelopment. This causes large-scale displacement of residents and, if current programs are maintained, may give rise to a shortage of low-income housing.

In this paper, a theoretical and empirical analysis is carried out in order to understand the growth and change of all 320 urban villages in Shenzhen over the period 1999–2009. The urban villages are examined with respect to their spatial context and their position and role in the wider spatial economy. The spatial evolution process of urban villages is analyzed and described in terms of their physical growth and functional change, revealing that a common perception of urban villages from existing literature as static and uniform migrant enclaves is invalid. Using exploratory spatial data analysis, multivariate models, and spatial regimes models, the spatial evolution of urban villages and the resulting diversity are explained with respect to the local developmental conditions and constraints of individual villages, as well as to the overall urban development process.

This paper finds that the growth of urban villages is organic and highly adaptive.

Their evolution is driven by the planning and development of the formal city and its resulting social and spatial diversity, but is also linked to their location in the urban fabric. Five major issues have been identified. First, the physical and socioeconomic development of urban villages is the natural and logical response of the indigenous village population and the rural migrants in facing rapid economic development and social transition; second, the development process of urban villages follows a general trajectory characterized by three distinct but overlapping phases (expansion, densification and intensification); third, their growth is spatially clustered though the growth centers shift over time, following the general expansion of urban development and the diffusion of employment; fourth, the development of urban villages is driven by the provision of jobs and accessibility to job locations, but it is also confined by physical and institutional constraints such as diminishing land availability and environmental protection plans; and fifth, the land use of urban villages also evolves and the resulting land use diversity in urban villages reflects different local conditions for economic activities and development. These processes are also found to be faster and more advanced in the central city than in the outer districts. The speed with which any specific village moves along the general development path varies according to its location in the city and its distinctive characteristics.

Urban villages in Shenzhen are expected to further evolve in terms of density, intensity and diversity of land use. Meanwhile, the large-scale government-led redevelopment programs will continue. However, the recent practice of redevelopment programs in Shenzhen indicates that there are considerable barriers to be overcome before they can be rolled out at the scale envisaged. Moreover, as the city still lacks a scheme for affordable housing provision, the large-scale redevelopment of urban villages entails both social and economic risks triggered by the displacement of large numbers of migrants. Shenzhen and other Chinese cities that implement such large-scale redevelopment programs may face not only a shortage of low-cost housing, but also a dramatic decrease in the provision of accessible employment and services in the redevelopment areas. These impacts may not be trivial and could conceivably become a barrier to both individual well-being and social stability.

Mapping of green areas in Rio de Janeiro City

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Keywords: Green Area; Urban Occupation; Shantytown; Preservation; Environmental Legislation.

Introduction

The work presented is the result of research about the mapping of green areas in Rio de Janeiro city, the main aim of which was to verify the distinct process of occupation of these areas for housing and the preservationist environmental legislation that applies to them. The presupposition that guided the research was that a shantytown situated on a hill and preservation of greenery might not be such incompatible factors as generally attributed in the public view and reflected in the action of public authorities.

The research results refer to a city district that, although covering a relatively small area, possesses great landscape and heritage potential. It is occupied by homes considered upper middle class and two shantytowns: Babilônia and Chapéu Mangueira, both situated within an Area of Environmental Preservation (APA). Another set of results is drawn from a large shantytown complex in Rio de Janeiro city, built in an Area of Environmental Preservation and Recuperation (APARU), located in the Serra da Misericórdia mountain massif, which lies within the Parque Estadual Pedra Branca (state park).

As these areas constitute environmental protection in an urban context, investigation is justified if there are: 1) socio-environmental friction in the forms of occupation and preservation of the green areas practised by residents, as much the shantytown dwellers as those denominated formal; and 2) differences between these forms due to territorial and economic location.

In view of the urbanization process encountered in Brazilian cities, the action of the State must be brought into the debate, specifically with regard to the environmental policies, as the formulator and inspector of action and measures applied to areas of environmental preservation and urban recuperation occupied by settlements.

In general, the urbanization conditions of Brazilian cities reveal a picture of precariousness in various sectors of urban life: insufficient housing, lack of adequate infrastructure, growth of informal areas, occupation of environmental risk areas and protected green areas, among others.

There is awareness that the aforementioned difficulties do not affect the citizens equally, the greatest burden being borne by the poor. Along with this, there is a disequilibrium in housing standards, infrastructure and provision of services in the various urban areas, which entails processes with a high level of social and spatial segregation.

Justification

Occupation in Rio de Janeiro city faces the geographical complexity of the terrain, marked by the existence of three major coastal mountain massifs: Tijuca, Pedra Branca and Mendanha. It is in these that the major green areas of the municipality are found. In the central part of the suburbs lies the Serra da Misericórdia mountains, on which lies Complexo do Alemão, one of the largest shantytown conglomerations in Rio de Janeiro.

The latter is characterized by an extremely high population density, as a consequence of its history of occupation, originating from the working class settlement there due to the proximity in the past to factories and the availability of rail transport, allowing greater mobility and accessibility.

Regarding the densification aspect, a more attentive examination of this area of the city is justified. The presence of the mountainous topography has allowed the survival of a green remnant, a major factor in environmental quality in cities. If, on the one hand, the green areas are vital parts of the urban environment, on the other, their rampant occupation may become an environmental problem, which is directly related to the physical conditions of the site and its forms of appropriation.

Besides the natural conditions, we must consider the legal mechanisms that determine the types of use and occupation of the environmental areas, delimiting them for preservation. We focused on the action of the State in order to ascertain whether the proposals/plans to deal with the relation between occupation and preservation in the Serra da Misericórdia Park were being implemented. It was of particular interest to us to investigate how action of the public authorities was being performed, and to point out any difficulties faced by the residents and the State itself. The Sistema Nacional de Unidades de Conservação [National System of Conservation Units] considers it important to enlist social participation in the management of the units through local councils. Here it is supposed that there exists predisposition for involvement in preservation matters on the part of the population.

Based on knowledge acquired through the research experience in the Complexo do Alemão, the selection of another occupation in a green area that would characterize an opposite situation, hitherto not observed, but equally submitted to the environmental legislation, was the reason for us to highlight the shantytowns in the Leme district. The principal differences among the shantytowns refer to size, location, the surroundings and the public investments made.

Methodology

This study used data gathered from secondary official sources, such as the Rio de Janeiro City Hall site and the IBGE Census in order to portray the urban infrastructure of the shantytowns and the demographic profile of the shantytown areas and surroundings. It surveyed the environmental legislation to investigate the meaning, in terms of possibilities and limitations, of living in areas of environmental protection. From the institutional point of view, it investigated the role of the Fort situated on Morro do Leme (hill) and its relation with the residents. It made use of iconographic resources, such as cartography and photos, to visually express the link between built-up and green areas. Research was conducted regarding State action and that of NGOs in relation to the plans and projects implemented in the selected research areas.

Invisible urban informality: compromised living environments in East and Southeast Asia

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Several major cities across the world are facing severe problems such as high rate of inward migration, overcrowding and consequent escalation in living costs. Especially in the developing countries which consist of more rural areas than cities, skilled as well as unskilled workers often perceive cities to be attractive locations for a better socio-economic standard of living. This heterogeneous pattern of migration often creates a social and economic polarization in rapidly urbanizing cities where some populations suffer from poor living conditions and slums. However, in the prominent cities of East and Southeast Asia, these deteriorating components are concealed in urban fabric and sociopolitical structures either deliberately or due to circumstances, although in fact; they coexist with the upbeat image of the urban streetscape, the latter being branded lavishly. This 'out-of-sight' inequality in urban development forces the vulnerable resident population to also face disparities in overall quality of life. In this paper, I use the term, invisible informality to refer to this phenomenon.

I identify the surfacing of this situation through an analysis of three existing bodies of literature: urbanization in East and Southeast Asia, sociospatial exclusion and inequality, and informality as a response to urban socio-political policies. Additionally, I also examine informality in employment with respect to gender, recent commodification of land and buildings in the development state model and the association of these phenomena with rapid economic growth in East Asia.

In this paper, I deduce a working definition of invisible urban informality and apply it to explore three cases in eastern and southeastern Asia: Beijing, Hong Kong, Singapore. For the purpose of this project, I consider city-states of Hong Kong and Singapore as rapidly urbanizing cities. My working definition conceptualizes invisible informality as an urban phenomenon of compromised living conditions that are: visually

less obvious in the spatiality of urban streetscape, veiled in the social structure due to proximate physical coexistence with higher income groups, deliberately secreted and officially less reported by the state for political and economic reasons. I assert that spatial configuration, social construction, and controlling role of the state are linked with each other in the urban context and together frame the occurrence of invisible informality.

Through a case-study approach, I investigate the generation of invisible informality in Beijing, Hong Kong, and Singapore. I explore the reasons behind its existence in these locations, the resident population, and the characteristics of living environments. My research focuses on conversion of underground storage basements to residences in Beijing and rooftop/penthouse slums in Hong Kong. In case of Singapore, I identify two distinct scenarios of invisible informality: dormitories for immigrant workers and public housing for marginalized elderly and other socio-economically disadvantaged population groups. I also scrutinize role of the state in measuring and tackling the issue of invisible informality in these three urban areas. The findings of this paper from secondary sources of literature indicate the presence of invisible informality in Beijing, Hong Kong and Singapore. Although most of the vulnerable population consists of domestic migrants and immigrants, underprivileged local citizens (in the case of Singapore) are also at a high risk. Informality is present in small pockets and is scattered throughout these three cities. A prime factor behind its less evidence is the stringent control of their respective states in manipulating demographics and land use, as well as enforcing deliberate regulatory actions in hiding urban poverty. Such practices are implemented by the states to preserve and promote their manicured images and rapidly advancing economic positions in the globally competitive network.

The findings of this paper are expected to inform local citizens, architects, urban designers, planners, policy makers and other related institutions about these less visible, declining conditions of urban environment and to create awareness for necessary reforms. Through this paper, I indicate a need of future research to examine these understudied urban marginal conditions through a multi-dimensional framework that applies to citizens, domestic migrants, and immigrants as well as interrogates the

role of state. Through this paper, I purport that appropriate measures of urban poverty should not only evaluate overall monetary income but also take into account an affordable, equitable, and straightforward access of various population groups to formal housing, sanitation, healthcare, education, food systems, and legal institutions.

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Complex and multiple realities: understanding poverty and vulnerability context in Lagos informal settlements

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Vulnerability has been identified as a major hindrance to sustainable livelihood, social and economic development and poverty alleviation. The concept of vulnerability has evolved over the years and it has been applied in various disciplines. For examples, it has been widely applied in the fields of natural hazards climate change and poverty and sustainable livelihoods. This paper focuses on vulnerability from poverty and sustainable livelihoods perspective. DFID (1999) defines vulnerability as trends, shocks and seasonality, which people have limited or no control over, but affect their livelihoods. Vulnerability consists of two sides – external and internal. The external side consists of risks, shocks and stress to which an individual is subject to, while the internal side refers to a lack of means to cope with risks, shocks and stress (Chambers, 1989).

This paper examines the vulnerability contexts within which the residents of informal settlements pursue their livelihood and what they are vulnerable to. The theoretical underpinnings of this research are, first, that the urban poor pursue their livelihoods within multiple and complex vulnerability contexts, which exacerbate their poverty. Second, it is theorised, that vulnerability is closely linked to asset ownership. The poor are particularly vulnerable because they have limited assets to cope with shocks and to build a sustainable livelihood.

This paper is based on a larger research work which explored the complexity of factors which influence the livelihoods of the residents of informal settlements in Lagos. The study adopts multiple case study research design, with an in-depth study of four informal settlements. The study is based on both quantitative and qualitative data collected through household surveys, interviews, direct observation and published documents. The conceptual and analytical framework adopted was based on Moser's

Assets Vulnerability Framework and the DFID Sustainable Livelihood Framework (SLF), with a focus on the assets and vulnerability components.

The analysis of the asset component (human, social, physical, financial and natural) indicates that the residents of the case study settlements have limited and unbalanced asset portfolios. This is an indication of internal vulnerability with implications on the external factors that cause vulnerability. An analysis of the vulnerability component reveals that the residents of the case study settlements face complex and multiple vulnerabilities. The identified vulnerabilities were carefully categorised and discussed along three main themes – trends, shocks and seasonality. Analysis of the trends indicates that there is a complex interaction between external (macro) factors and internal (micro) factors which frame individual's or household's vulnerability context. Though trends occur at macro level, they have serious influence on livelihoods at micro level. The prevailing socio-economic, political and physical environments have implications on the livelihoods of the residents of informal settlements in Lagos. These trends are associated with population growth and urbanisation, macroeconomic, governance and physical contexts. Shocks involve uncertainty, and hinder sustainable livelihood. Both the generic and context-specific shocks were analysed. The analysis reveals an array of livelihood shocks, which the residents of the case study settlements experience. These include insecurity of tenure and forced evictions, homelessness and poor housing condition, high cost of accommodation relative to income, inadequate infrastructure and urban services, flood hazards, unemployment and employment insecurity, poor environmental condition, violence and crime, food insecurity and hunger, and ill health. This paper moves further to summarise drivers of identified shocks as location, inadequate infrastructure and inefficient land and planning regulatory frameworks and poor political economy and governance system. Seasonality is associated with fluctuation and increase in food prices, particularly during festive periods, seasonality in informal sector employment, seasonal threat of forced eviction and displacement, particularly during the rainy season and seasonal outbreak of disease resulting from flood hazards.

Based on these various dimensions of vulnerability, this paper concludes that the urban poor are faced with an overlay of vulnerabilities, which perpetually trap them in poverty.

It went further to say that vulnerability is a function of both macro and micro factors, which manifest from political, social, economic and physical environments, and individuals' asset portfolios. They reinforce one another to perpetually create a situation of livelihood insecurity for the urban poor in informal settlements. This, on one hand, reinforces the argument that vulnerability of the urban poor goes beyond issues associated with tenure insecurity. On the other hand, an understanding of the complex and multiple realities of the urban poor is important for developing an effective and sustainable poverty alleviation strategy inadequate. The paper recommends policy reforms in the areas of infrastructure provision, land policy and planning regulatory framework and governance system to enable the poor to move from the state of livelihood vulnerability to livelihoods security. The starting point will be that the poor are able to accumulate a wide range of assets and reduce multiple vulnerability. This will require a supportive context that enables institutions to accommodate and support the livelihoods of the poor, create opportunities for the poor to build on their strengths. This will only be possible within the context of good governance.

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The dynamics of tenure, location and forced eviction: exploring the nexus in lagos informal settlements

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Generally, there is a common understanding that informal settlements are mostly characterised by lack of basic facilities, overcrowding, tenure insecurity and force eviction, and are largely occupied by the urban poor. One of the major issues which is on the increase, in recent times, in Lagos' informal settlements is forced eviction or at best threat of forced eviction. This is clearly posing a serious challenge to the livelihoods of the residents. A large body of literature argues that lack of tenure (land title) is the factor responsible for tenure insecurity and forced eviction in informal settlements

Certainly, there is a general understanding that the residents of informal settlements lack tenure security and thereby vulnerable to forces eviction because their houses are mostly: constructed on public or private land which they do not own; built without legal and planning permits and rented without formal renting contracts (World Bank, 2011). Lack of formal land title, precarious conditions of informal settlements and the need to save guide the lives of the residents from impending dangers are often used to justify forced evictions by the Lagos state government. However, evidence suggests that there are other underlining factors, largely associated with location, behind forced eviction of the residents of informal settlements in Lagos. From a pragmatic point of view, this paper argues that the vulnerability of the residents of informal settlements in Lagos to tenure insecurity and forced eviction or threat of forced eviction is exacerbated by their geographical and ecological location.

This paper is based on a larger research work which examined the complexity of factors which influence the livelihoods of the residents of informal settlements in Lagos, through the lens of the Sustainable Livelihoods Framework. The study adopts multiple case study approach and draws on both primary and secondary sources of

data. It also uses multiple data collection methods, which include household surveys, households' in-depth interviews, key informants' interviews, direct observation and published documents. The study, based on four informal settlements, explores location as a driver of forced eviction and threat of forced eviction.

Specific location of settlements often presents advantages (opportunities/livelihood asset) or disadvantages (vulnerability) or both, at the same time, to the inhabitants (Farrington et al., 2002). Location, on one hand, could influence access to a particular livelihood asset and, on the other hand, it can influence the degree of vulnerability or impacts of certain shocks. Each of the four case study settlements, apart from been located within Lagos State, exhibits some specific locational features. These features have both positive and negative influence on the livelihoods of the residents. On one hand, they enhance livelihood opportunities and on the other hand, they come with a wide range of livelihood vulnerabilities, including forced eviction and threat of forced eviction. Likewise, it was observed that they influence how government relates with the settlements, in terms of urban development policies and programmes.

An analysis of the earlier cases of forced eviction documented by Agbola and Jinadu (1997) and the recent trends of forced eviction in Lagos show that the majority of the evictions occurred in the core of Lagos metropolis. Forced eviction or threat of forced eviction, either instituted by government or market led, is context specific. Informal settlements in Lagos exhibit similar generic characteristics; including lack of formal title, inadequate basic facilities and poor environmental conditions. However, vulnerability to forced eviction varies. Threat of forced and the actual forced eviction are common among the informal settlements within the core of the metropolis than those at the periphery. From a locational point of view, several factors are noted as drivers of forced eviction and threat of forced eviction in Lagos. These include site and situation of the settlements, land values and political interest.

This study concludes that even if lack of formal titles is the only reason why government instigates demolition and forced eviction of informal settlements, is not a tenable justification. The government is obligated to provide adequate housing and quality standard of living under a range of international human rights laws, including the International Declaration on Forced Eviction, and the International Covenant on

Economic, Social and Cultural Rights. The Nigerian government is a signatory to these international declarations. Therefore, it cannot justify forced eviction and homelessness because of lack of title documents. Forced eviction contradicts government responsibilities of ensuring adequate housing and high quality standard of living.

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***Construction-Site School* Urban Water: drawing urban infrastructure by many hands**

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The collaborative extension project "*Construction-Site School* Urban Water at area of water sources" is part of a series of actions inserted in the research project "Stormwater Management in Urban Environment", which aims to develop urban alternatives to incorporate in the urban design itself, compensatory techniques of stormwater management (aimed at local absorption rather than to speed up the flow), particularly in cases of land tenure of slums, seeking for environmental recovery and improvement of public spaces. The main justification of the project is the need to develop alternative urban and environmental recovery and minimize the impact of urban occupation done informally, by self-construction, without urban infrastructure, under physical risk, in areas that are formally environmentally protected by law.

Facing the proposed of work at concrete urban context, the *Construction-Site School* was proposed as a collaborative activity in the Alvarenga settlements, at Sao Bernardo do Campo, at Billings watershed, which have had some previous work of some team members. In the recent project was given sequence to dialogue in the identification of cases to be treated as well as the search for technical solutions, starting from the premise of the involvement of residents and Housing, Urban Planning, Environmental Management and Urban Services Departments, to provide the exchange of knowledge and joint action.

Current studies in Alvarenga aim to develop the use of compensatory techniques that can be applied as a complement to conventional networks, increasing the urban design possibilities and improving effectiveness at minimizing environmental

impact of the occupation over the watercourses and to the environment in general. Such techniques allow attendance in situations where traditional solutions are unable to reconcile environmental restoration and improvement of conditions of social interest housing. It is worth noting that in many circumstances the development conditions of construction work, either by the form of hiring (whose procedures generally rule out the possibility of alternative or innovative designs), management or financing requirements, it leads to absolutely inadequate technical options for the local situation. Hereupon, the current work strategy has been to develop urban designs whose premise puts in favor of conventional techniques association with alternative techniques: improvement of conventional infrastructure, either by isolated construction works or construction works connected to them, always seeking to better performance.

The settlements has significant potential as a pilot project: it is located at area of water sources; has poor urban infrastructure, when it exists; has largely consolidated houses; there are remnants areas and unoccupied areas; the topography is rugged; the implementation of pathways is inadequate; there are nature wetlands and stretches with preserved vegetation. In that framework conditions and having extensive previous knowledge of the area and relationship with the local community, it became clear the potential for collaborative intervention work.

The first activities of the *Construction-Site School* in the Alvarenga took place in 2013 and aimed to develop, in a specific urban context, unconventional solutions to urban drainage in an articulated way to the physical configuration of precarious settlements in order to make recommendations for urban and environmental compliance. The proposals relating to drainage to be made, seek, at the same time, to qualify the urban space and minimize the impacts of occupations. It has also sought to contribute to the formation of its various actors involved in theoretical (rationale and design) and practical aspects (construction work) of production space, considering the specificities of protected areas of water sources. From a repertoire of solutions, such training also aims to contribute to qualified the participation of residents in discussion of future intervention in these areas, thus collaborating with the local government in the implementation of urban designs qualifying.

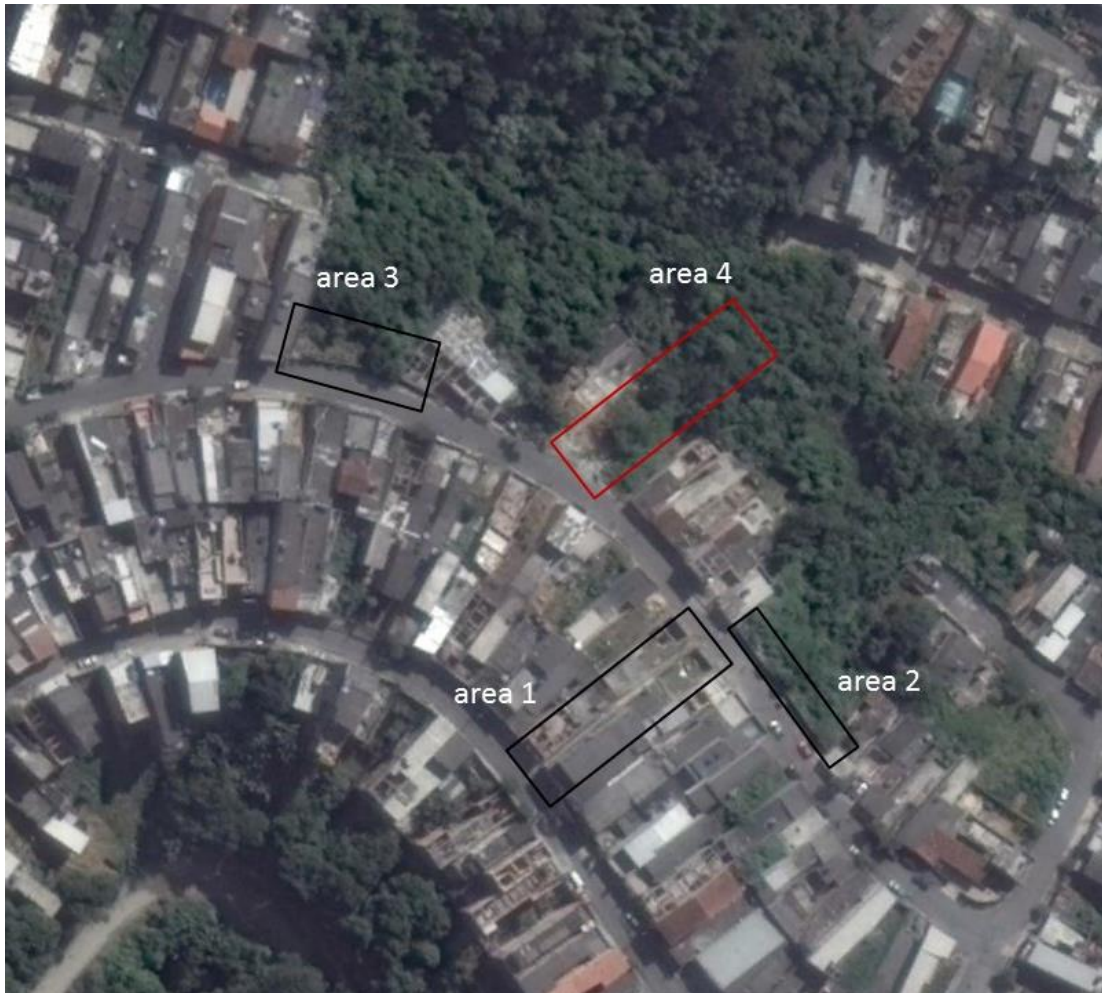
Completed this process, it was the time to mapping specific indications of possible intervention points in the neighborhood, considering its problems and potential.



[Figure.1] Mapping areas of interest in the Alvarenga neighborhood (blue dots) and stream watershed (yellow dotted).

Effectively, the design work began on continuous technical visits to better define the watershed and to choose potential urban designs areas. After identifying the work potential in section 8 (one of the lowest point on the neighborhood, where the stormwater of several streets arrives, and point of recurrent floods), the demarcation of the stream watershed was made (Figure. 1). From this, the street named

Cordilheiras dos Químicos stood out as prime location for implementing intervention model (Figure.2).



[Figure.2] *Cordilheira dos Químicos* Street and the four áreas of urban design.

At the present time, there are four areas defined for urban design in detailing phase to be implemented in joint work between Services and Works Department, students, residents and faculty, in a reciprocal learning process. Here we highlight the area 4, where it is already built a hydraulic ladder with conventional design and execution. This device was built by the city in 2013 with the aim of preventing floods and erosion of the slope. However, since the device was built, without the proper solution for the arrival of the water, its action has brought more harm than gains. By failing to give proper destination for the water that collects, it accelerates the process

of erosion on the edge of the slope and speeds up the arrival of water in the lower parts of the settlement.

The goal of the urban design area 4 is to combine the conventional device already built, understanding its necessity for the stormwater of rains of great flow, with some alternative devices, which purport to address diffuse pollution in lower flow rains. Each alternative device, coupled to the conventional hydraulic ladder, contains a rain garden, with the necessary structure for the filtering of diffuse pollution. The arrival of the hydraulic ladder is going to be done by levels which receiving the stormwater and slower refers to the lowest point, preventing slope erosion.

The deconstruction of irregularity and the construction of legitimacy

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The construction of Brazilian land irregularity coincides with the poor assimilation of private property category by Brazilian law (FONSECA, 2005, p. 110). This has been the case not only as a consequence of the inobservance of the formal model of the land, as defined by Brazilian law in the mid-nineteenth century, with its liberal universal claims, but also as a result of the proposals for the ordering of use, possibilities of land division and the construction of buildings.

In order to ensure the regular occupation category, among others, two linked great founding myths were sought to legitimize its conception. The first being related to the formalities recognized by the State, and the second concerning the meaning of urban order.

In the first case, the legitimacy of the regularity consists of a set of procedures recognized by a private entity with powers analogous to those of the State, that assumes the *status* of "truth, security and certainty" (GEDIÉL, 2009, p. 351) to the individual property owner, as a result of its characterization stated by public faith. From then on, the public records begin stating the individual's right of appropriation from their lecture method, which distinguishes between fact and norm. However, once they assume the understanding that Brazil is a country of holders, they tend to dissipate that validity appropriation must necessarily coincide with a property title. Using the Barcelona's terms, "modern logic, therefore, is essentially possessive logic" (BARCELONA, p. 122), about a specific type of ownership given in the context of individualism owner, which means that the formalities are not mere attributes to

juridical security, but constitute the necessary representation and manipulation of law and power to set norms on how to legalize relations. Thus, the proprietary legitimacy only stems from the hypothesis that the norm pretend an forged formalizing of inaccessibility of the majority.

In order to proceed with such conceptions, at least three steps were taken (GROSSI, 2006, p. 6): (i) possession and ownership are first confounded to be later purposely separated. In that being so, if the right of possession firstly attributed origin and legitimacy to the occupation of the land, later on, possession is subject to a natural right and, therefore, to an ahistorical conception of private property; (ii) the process of acquisition and transference of ownership is worn with modern rationality, and the various forms of social violence do not appear as verifiable information unless they're juridically debated between owner and holder, always being offered the second the burden of proof and; (iii) the understanding that the contract starts out from the liberty and consciousness of both sides whom, on the basis of equal footing, decide which interests harmonize with the effectuation of individual claims, that is to say that in the "normal" relationship, both parts involved and the State are satisfied with the outcomes.

Besides the presumption of regularity based on the fiction of ownership, a sense of urban order, forged by hygienist, technocratic and strategic models have also established abundant rational and scientific norms, and therefore, legally valid forms of conditioning the use and division of space. As a result, many kinds of irregularities have been identified in the specialized literature. Perhaps the most obvious difference between property and urban order relates to time. If to the property there was a need to deny the past to build another past, for ordination was necessary to abandon the past to build the future, the future of progress, the future of development. As Lefebvre said "[.. ..] strange and wonderful was also taking place, which helped renew dialectical thought: The non-city and the anti-city would conquer the city, penetrate it, break it apart, and in so doing extend it immeasurably, bringing about the urbanization of society and the growth of the urban fabric that covered what was left of the city prior to the arrival of industry. "(Lefebvre, 1999, p.23)

In fact, following the issues of ownership and ordering, the sign of "regular" took over a strange meaning in Brazilian land policy and its related law. This is so because

land and construction regulation do not match the signifier and the significance relative to what is constant, usual and common, but to law's statements themselves, though it ignores reality and the conditions of possibility for its creation by the State, which means carrying out certain intentionality that is present only in must-be condition. Therefore, using the Maia's expression, the land irregularity is an invention (MAIA, 2008, p. 65).

As a result, the research's guiding matter consists of the possibility-need to deconstruct the meaning of irregularity concept, confronting it with the substantial legitimacy of occupation in its real forms. The objective consists in identifying the fictional character conferred to the sense of regularity and its consequences to Brazilian social reality, evaluating its value to different sections of its population, to the State itself and to the proposition of land public policy in the country. To do that, guiding questions were formulated: (i) what is irregularity and what are its fundamentals?; (ii) the irregular is exceptional, illegitimate or illicit?; (iii) the irregular produces irregular; (iv) how can be read the categories of legal certainty and the guarantee of rights face that regular?; (iv) how the regularization public policy can reaffirm a possible wrong reading of irregularity?

The essay's methodology is based on the analysis of proposals for public programs of land regulation, especially those defined in federal stance and in three Brazilian states, Paraná, Goiás and Minas Gerais. The analysis consists on the identification of defining criteria of what is being considered irregular, and what kinds of regularization are being sought. The empirical verification is based on the readings of the policy tools and procedures used, so that through analysis of the regularization procedures and its pathways it was possible to comprehend the sense conferred to ownership legitimacy and the values attached to the sentiment of property.

As a result, it's been confirmed that: (i) the indirect administration and sometimes even the public entities, frequently refused to carry out public services in areas not yet officially registered, or registered on behalf of third parties, particularly when they were specifically occupied by low-income population; (ii) since the development of discourses on the new environmental laws still obstructs the maintenance of such low-income population homes, even when exists flexible

requirements in environmental legislation and Federal Law n. 11977/2009; (iii) the demands for expropriation in occupied areas with sufficient time for adverse possession requests in favor of the previous owner; (iv) the owner prospective treatment of the state by state agents; (v) the misunderstanding about the dangers of giving and patronage, always associated with low-income population; (vi) the relentless pursuit of formalities and the denial of historical reality of the occupation of the areas, could, amongst other issues, which might denote a strengthening of the association of a sense of irregularity with the lower classes through the criminalization of possession and the tightening of decisions directed at solving wrong-doings, which seemed inevitably necessary, were equally noted.

Thus, the vices of possession were constantly sought, while the vices of the property were "solemnly" ignored. About the possession of low population have not been only few indications or doubt regarding bad faith, consistent in knowledge of "irregularity", considered the origin and maintenance of the occupation. However, public faith made invisible property origin overshadowing the necessary questioning of its legitimacy.

Undoubtedly, the symbolic weight attributed to the irregularity take effect on the discursive construction and normative legitimacy, so that the construction of another questioning legitimacy of normative and symbolic structure can change the course of land public policy, therefore considered other assumptions, goals changes, the production and use of instruments and argumentative burden that now weighs on the low-income population that, forced to immersed in individualism owner universe that surrounds the land, see criminalized their own existence.

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The growth of Brazilian *favelas*: great intentions and failed policies

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Introduction:

An integral part of the modern skyline of Brazilian cities is the background formed by the immense, dense and expanding *favelas*, the squatter neighborhoods that have over time emerged on marginal lands in the periphery of all its urban areas. Since the 1970s, Brazil experienced rapid urbanization that has resulted in more than 80% of its population living in urban areas at present (UN Habitat 2012, p20). Moreover, urbanization in Brazil has followed a decentralized pattern unlike other Latin American countries; at least seventeen of its cities boast populations of over one million people today (IBGE 2014). However, large percentages of these populations are squatters, living on marginal lands along water bodies and steep hills on the fringe of metropolitan regions.

The *favelas* have been an urban phenomenon in Brazil for almost a century, gaining momentum mostly during the massive urbanization movements after the Second World War. In the past fifty years, Brazil has addressed the presence and growth of *favelas* in its cities in a number of alternative ways and with varying degrees of success. Despite such policies, the growth of *favelas* did not cease; rather it has become part of the physical and cultural image for Brazilian cities, even attracting tourists and backpackers today. The transforming image of Brazilian *favelas* – from urban-blights in the 20th century to vibrant spaces of informal socio-economic integration in the 21st century – compels us to rethink about urban policies towards *favelas*.

Statement of Problem:

Since the early appearance of favelas in the major cities of Brazil, starting with Rio de Janeiro in the 1920s, both local/state governments and the federal government have been experimenting with a number of alternative policies intended to stop the expansion of favelas and integrate their residents into the main urban fabric. Yet, throughout the 20th century, more favelas have appeared in more Brazilian cities and more people have moved into them, while the negative image of favelas among both Brazilians and foreign visitors has changed to that of an alternative living setting. So, the question is: To what extent is the continuing growth of Brazilian favelas the result of economic woes, poorly defined and implemented policies, and/or cultural ties and loyalties?

Research Questions and Objectives:

We outline the key shifts in Brazil's federal and local policy approaches from the 1920s to the 2000s towards the presence, expansion and impacts of the favelas. We analyze the evolution of government thinking regarding the nature and social role of favelas within the fabric of Brazilian cities. The research questions we pose are:

- a. What has been the pattern of evolution of favelas in the major Brazilian cities?
- b. What kinds of policies have been devised in Brazil to deal with the issues of favelas, and how effective have they been?
- c. Why are the favelas of Brazil still growing?

Research Methodology:

We collected our data through searches, reviews and analyses of government documents, reports and statistics, as well as published journal articles and research reports. We then applied geospatial analytical techniques to trace and analyze locations and patterns of favela growth within Brazilian cities using satellite imagery. We were thus able to (a) trace the evolution of favelas within the urban fabric of major Brazilian cities; (b) assess the design and implementation of federal and local government policies and programs aimed at regulating the favelas; and (c) analyze the success and failures of these policies and programs over the past century.

Results and Contributions:

We distinguish four clearly identifiable "waves" in the evolution of favelas and the policies adopted by the government to intervene and address the issues related to

the favela growth phenomenon in Brazil. The first wave outlines the growth of the earliest favelas within the city of Rio and the piecemeal approaches adopted by the federal and local governments to eradicate these favelas and improve the urban landscape of the cities in Brazil. The second wave focuses on the abandonment of such favela eradication approaches within a democratic framework and the emerging emphasis on the improvement and upgrading approaches that aimed to provide basic infrastructure – sanitation, drainage, sewage, and road systems –to the favelas. The third wave focuses on the newer approaches of land regularization and titling initiated by municipal governments in an attempt to transform the role of low-income populations in cities from marginal communities to responsible citizens. The fourth wave defines the inefficiencies and inadequacies of the previous approaches and focuses on innovative and participatory techniques.

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The role of integrated multi-sectoral programmes in the process of urbanization of slums in Brazil: evaluation of results

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Keywords: housing policy; urban financing; upgrading informal settlements.

The article aims to discuss the changes in the programmatic content of the slum upgrading processes, with consequences in shaping the programs, their (re) arrangement and prospects for multisectoral action, with explicit reflection on the overall performance of the urbanization process. To this end, the essay is descriptive and will address the Integrated Multi-Sector Project (PMI), a financing line from the National Bank for Economic and Social Development (BNDES) which sought to shape an alternative model for addressing the social and economic problems, trying to cover articulated solutions for the various territorial needs, articulating, at the municipal level, investments in various urban infrastructure sectors such as sanitation, slum upgrading, transport, public and social facilities. This line had its first operation in 1997, from then until 2010 were approved another 37 loans made by municipalities in all regions of the country totaling R \$ 1,563.4 million. Despite the significant value, the trajectory of PMI, its results and performance have not been adequately evaluated, as there is no systematic evaluation of similar projects carried out by the Federal Savings Bank, operator of the proceeds from the Worker's Guarantee Fund for Time of Service (FGTS) and the Federal Budget (OGU) for slum upgrading. Currently, these are the two sources of pre-liberated resources to contracting with municipalities in this sector. Such targeting hindered the implementation of the PMI product, with the aggravating factor that the pre-liberated resources, mostly is done on a sectoral basis, while the program logic is territorial and multi-sector, although in line with the action priorities of

the Ministry of Cities (housing, sanitation, mobility and urban programs, the latter with the possibility of multi-sectoral performances). To discuss the issues presented, the essay is divided into three sessions, in addition to a general introduction of the arguments summarized here, the circumstances observed phenomenon and revisits the main arguments of literature on the subject. The first session, “the General Dynamics PMI”, discusses the changing of the program modeling a result of changes in the direction of national urban policies with reflection in intersectoral actions and results in the full urbanization of built environments. The Session 2, “Indicators Analysis and PMI results in Brazil”, addresses the partial results of a survey of beneficiaries, summarizing the data collected by the Department of Mobility and Urban Development (DEURB) / Social Infrastructure area (AS) from BNDES, which also, in order to improve the line of credit, designed a proposal for evaluation based on the analysis of operational indicators and the application of a questionnaire to municipal managers in charge of projects. The results of this preliminary assessment has directed the BNDES for new possibilities for action in urbanization, by supporting the large urban projects and the redevelopment of urban areas deteriorated, from the development of operational alternatives, defined based on urban and financial instruments, such as the Urban Operations Consortium, the Onerous Grant on the Right to Build the Potential Additional Construction Certificates (CEPAC) and public-private partnerships (PPP's). Finally, Section 3, “Comparative analysis of PMIs”, seeks to detail the overall results achieved by the projects implemented in cities in the states of Minas Gerais, Espírito Santo and São Paulo. For example, in the case of the city of Belo Horizonte, the projects represent incremental increase in quality of life, linking up with set of focused actions aimed to minimize the general conditions of social vulnerability in the served areas, with several implications in improving dimensions social, among which stands out the reduction in crime rates; reducing the number of people living in areas at risk and their subsequent relocation to new housing units; running water and sewage networks, improving the environmental conditions of the population; the opening of channels, which facilitates access to public services such as security, health, transport, social care, leisure and recreation; besides increasing

the capacity of school attendance in the region. Similar results were found in other initiatives, despite not regular results on all the interventions.

Service provision in the slums: the case of La Perla in San Juan, Puerto Rico

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This thesis was submitted in partial fulfillment for the degree of Master's in Urban Planning from the Graduate School of Architecture, Planning and Preservation at Columbia University in May 2015. It won the Charles Abrams Thesis Award, awarded within Columbia Awarded for the urban planning master's thesis that best exemplified a commitment to social justice.

As urbanization rates across the developing world increase, urban slums and informal settlements expand in order to absorb the influx of new residents; by 2030, the number of people residing in slums worldwide could double to 2 billion (UN-HABITAT, 2003). Slum dwellers live under squalid conditions: inadequate housing, little infrastructure, poor sanitation and a lack of access to basic public services such as water, sewage and garbage collection. Despite these circumstances, slums continue to grow, thrive and survive for generations. Though by no means a recent phenomenon, their increasing proliferation is causing changes in the fields of planning, development and governance in favor of slum upgrading and policies that benefit slum dwellers.

The purpose of this thesis is to study the basic services and infrastructure available to residents of the informal settlement of La Perla in San Juan, Puerto Rico. It explores the conditions in La Perla through studying the availability of services, the acquisition and quality of these services and who provides them.

It concurrently explores the governance structures that have emerged as a result of decades of marginalization and the absence of government involvement. As little research and academic information on La Perla exists, this study greatly expands the cache of knowledge on this settlement, hopefully informing public policy and addressing the needs of residents not only of La Perla, but residents in informal

settlements across Puerto Rico and the developing world.

This thesis addresses the specific questions of what basic services and infrastructure are available to the residents of La Perla; the quality of these services; what group or entity, be it public, private or a non-governmental organization provides these services; and what forms of informal governance have emerged. The answers to these questions seek to further comprehend La Perla's endurance as an informal settlement for over a century.

This research was divided into four tasks: review background documents, photograph the site, interview residents of La Perla and interview Puerto Rican government officials with knowledge of service provision in this community. The interviews were conducted in January 2015 and collected first-hand information on the levels of and access to service provision. Seven public services were selected for study: electricity, water, garbage collection, public transportation, education, fire and rescue, and safety and security. Through this methodology, I have compiled information on the public services available to the residents of La Perla, the quality of the services, how residents gain access to these, who provides them, and the role of tenure security, governance and government-led efforts in securing access.

The assumption that informal communities do not have access to many services is not the case in La Perla. The findings show La Perla challenges the perception of informal settlements as places that lack access to public services and infrastructure with a mix of formality and informality in its built form and availability of the services studied.

What I have found is an informal community that has access to the services explored in this thesis: electricity, water, garbage collection, public transportation, education, fire and rescue, and safety and security. They receive these services due to a combination of forces that includes tenure security, informal governance, political contact and government-led efforts. While the city government is in charge of the garbage collection, nongovernmental groups inside La Perla, along with residents, provide for safety and security. Informality exists within formal systems, as some residents connect illegally to the electrical grid and water system and many do not pay for this service. Residents still receive these services regardless of whether or not they pay for access.

The general sentiment that exists across San Juan is that La Perla is a dangerous slum filled with dilapidated houses, extreme poverty and criminals. However, beyond finding residents have access to basic services, I found La Perla to be a safe, vibrant community that residents care a lot for. Many walls and abandoned structures are covered with colorful artwork from both artists and residents that serve to not only beautify the community but fight against the image of decay.

Though access to services is not one of them, La Perla nevertheless faces many challenges. Access to the same services afforded to 'formal' communities and how they received them serves to explain why La Perla has endured for over 100 years, alongside residents' fervent defense of their community and feeling of belonging. La Perla still faces marginalization and lacks social and economic development and greater integration into Old San Juan's urban fabric.

Cooperative housing and living in Zurich, Switzerland

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Keywords: cooperative housing, right to the city, difference, engagement, spatial appropriation.

How does the citizens' right to the city, particularly the right to difference, manifest in the European cities? Is community building a precondition for the sustainability of collective housing? Or rather is the mere supply of multiple housing units clustered together sufficient for the manifestation of community over time, probably also if targeting specific categories of residents? In context what political actors play today critical roles in building urban sustainability? We propose a first step in answering these questions through current grass-roots initiatives that work in parallel on both the social and material provision of collective housing and cooperative living. In this paper thus we present political processes regarding the conception and implementation of collective forms of housing, workspace and living in Zurich, Switzerland. Nevertheless, these grass-roots processes imply social innovation, while following the cooperative housing tradition developed in Zurich during the industrialization age, and the new movement of cooperatives for sustainable lifestyle in cities that started in the 1990s inspired by p.m.'s utopia bolo'bolo. Of these latter political constructs Kraftwerk1 Genossenschaft was the first material consequence. As a pilot-project it created a place where various forms of housing, work and public services can coexist and benefit from this cohabitation, leaving room for experimentation with new ways of making a living between waged work and the mostly unpaid housework. It was seen as a solution to a societal crisis generated by increased difficulties to provide waged work, through a new type of extended home economy and the recreation of local communities in the form of intentional communities. More than twenty years after the beginnings of this process, we revisit critically the

implementation of its vision, by looking at shortages, achievements and possible futures. A revival of Kraftwerk1's vision within an ongoing political process is a recent cooperative in Zurich, NeNa1 Bau- und Wohngenossenschaft, which explores various manifestations of the collective, self-organized, environmentally and economically sustainable urban alternative, and that at the same time aims to generate ecological and socially integrated neighborhoods. That means an urban insertion that takes into account multiple perspectives, based on the cooperative principles and responding the necessities of the community at large, including the immediate proximity in the neighborhood. From this point of view, NeNa1 is a contemporary experiment within a broader process of building new understandings of urbanity, urban lifestyle and urban commons, based on self-organization and the affirmation of diversity within an ideal of sustainable city life. At present NeNa1 manifests as multiple gatherings, citizen initiatives, and participatory conception processes. Through participant observation we engage in some of these activities, and argue here that, before a concrete spatial materialization, such processes themselves produce the experience of Lefebvre's understanding of the lived space, with the potential to shape over time appropriated social spaces of difference.

The illustration of the collective housing and community building processes in Zurich brings forward a twofold contribution of this paper. On the one hand, it shows that participant field notes from NeNa1 political processes together with inquiries into the spatial practice of existing experiments, such as Kraftwerk1 in Zurich, have the potential to shed light upon manifestations of the rights to difference, appropriation and participation in contemporary cities. On the other hand, the paper aims to reassert the spatial design professions as activism. Rather than totally depending either on the free market choices or on the public authorities that are, if not passive, mostly reactive to market-driven development processes, design practitioners may act in the city empowered by their very own craft. We suggest that their civic presence has the potential to revive the relevance of the spatial design professions as communication vessels for civil and democratic urbanity, and they have a key role in providing contemporary citizens the right to the city.

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Study inter-multi-disciplinary on conflicts and consensuses urbanistic and relational regarding the Social Housing project “Condominium Cruzada São Sebastião” (Rio de Janeiro, 1955). Built to accommodate part of former residents of the South Zone slum “Praia do Pinto”, from the christian solidarism (Leo XIII) and Movement Economy and Humanism (Lebret), in historic context of the crisis of populism and communism advance in Brazil, Cruzada rescues in its spatiality a long trajectory duration patrimonial consortium actions between church and state, public and private, in microterritorial formation of Brazilian. This research is about conflict and consensus urbanistic (space) and relational (time) the process of (re) building construction and social housing project of Cruzada. Despite having a social chaotic image location, poor and violent, a Cruzada has intertwined with social organization network (un)cohesive loyalties and / or ambiguous similar in the observable slums.

These social networks in constants rearrangements discursive and/or practical are made present psychosocially of the agreement moment history and ideological character of various social actors: state, church, academic, private, associative, activist, political, criminal and chemical-dependent. Social figurations of multiple individuals in your scales psycho-sociological in the (sub) Social and institutional groups can be derived sociability patterns, from vertical tangled borders, and horizontally. The residents of this microcosm of Rio and Brazilian life “build” these networks of loyalties identities and / or discursive cohesive and contradictory regarding many public and/or private spheres present in their routine : sporting , social , symbolic, economic, religious, associative, political (police), criminal, educational, academic,

activist , etc. These phenomenon multi-dimensionally is structure and structured in varying degrees of inclusion / exclusion exogenous and folks stakeholders in defense, often ethnocentric, its civilizing project supervision and / or partnership for the physical and spiritual survival of the residents concerned. In unequal interdependence with the others residents of Leblon, these dwellers of Cruzada are constrained and constrain themselves in a segregation process of moral space (social, racial, symbolic and religious) that perform a low level of social interaction and territorial adequacy in Leblon.

The social-ideological conflict (time) and physical-visual (spatial) evidences the arrival of Shopping Leblon (2006), representative of monopolist capitalism (conspicuous consumerism) and postmodernism-overestetic contrasted by built environment of Cruzada, keynesianist capitalism (catholic philanthropic) and functional-internationalist estetic, it is possible to realise conflicting and consensual arrangements: between hegemonic aspects of moral and spatial segregation – as the social marketing project of Shopping Leblon in partnership with the school and the local church and counterhegemonic insurgents memories (utopias) collective and folk of Cruzada – as local NGO residents Association (with evangelical orientation at the time of the etnografic research, 2009-10) and art-activism project social musical "Crossword : the voice of Leblon ," that had the objective to fix the wrong interpretative framework in what the individual and families from Cruzada are seen by the media and society of Rio de Janeiro.

There are so many possible performances in dispute multisituated between pseudo-chaotic social representations of "community life" and pseudo-positivist the modernist-functional built environment of "condominium life". The mapping action of these social actors allows see the structural-structured axes of the ineffectiveness of the socio-spatial behavior of this built environment / lived in question, despite its original design, have predicted precisely citizen social integration. Given the fact that the assisted by public social-housing policy continue to be (self) stigmatized as slum dwellers, not only for issues related to living environment, but also built - territorial adequacy of misconceptions consequences of the modernist-keynesianist project and the common good of the epistemology of applications / local knowledge (Social

Doctrine and Economics and Humanism) - realizes that the subordinate is not overcome. But replaced in new terms, in which the inhabitants of the slum residents of social housing become (self) stigmatized socially, as multisituated residents of a hybrid and paratactic housing ecosystem: the Condominium-Community. Between modernity and tradition, the capitalist economy and humanistic economy, the project of urban planning and life project, patrimonial social inclusion and stigmatizing symbolic exclusion, the global time for the neighbor overestetic postmodernist Shopping and the traditional of dilapidated functional modernist building (Cruzada), above all, how to most Brazilian social outcasts, between the cross of the catholic church and evangelical temple and the sword of the capitalist state or traffic power.

Revitalization in favour of socially mixed neighbourhoods – the case of “At Scheibler” lofts in Lodz, Poland

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Keywords: socially mixed neighbourhoods, housing, revitalization

The transition process and economic crisis in 90. in Lodz caused by collapsing of textile industry resulted in bankruptcy of most textile factories located in huge neglected postindustrial areas in the central part of the city. The supply of land from one hand delivered very attractive space for new functions such as housing, services or recreation, but from other hand demanded huge investment to adopt the existing estate for new purposes.

At the same time the number of locations devoted to housing functions declined due to intensive economic development of the city. Additional difficulty appeared because of the fact that the structure of demand for housing has changed in last decade. Economic development caused enrichment of society and resulted in increasing demand for high standard apartments. This situation forced intensive search for the solution that would allow to fulfill the demand for housing and at the same time enable to change the function of postindustrial degraded fabric of the city. The most logic action was to introduce the revitalization program. It was expected that revitalization allow to solve housing problems and at the same time to preserve the heritage of industrial history of the city. It was also the tool for developing complex, integrated and long term programs leading to refurbish and regenerate the particular, the most valuable parts of the city. To make it happen city government initiated the search for external sources of finance due to its limited budget.

The aim of the paper is to present main aspects of revitalization program introduced in “At Scheibler” within the Priest’s Mill area in Lodz. It discusses how the revitalized area influences direct surrounding and weather it causes economic revival of the area. It also relates to social aspects of revitalization process.

The goals of the program were set as follow:

- preventing further physical, social, economic and cultural degradation of urban space
- strengthening economic structure of the city through supporting entrepreneurship and attracting new investment
- improving transportation system
- preserving cultural identity of space and its historical heritage
- improving living quality of housing estate within the area
- improving living conditions of local society
- improving image of the city and enhancing competitiveness of space
- improving environmental conditions within the area
- enhancing attractiveness of public space

The first issue presented is the description of one of the most successful projects accomplished at the Priest's Mill - "At Scheibler's" lofts. "At Scheibler's" is a unique project of the Australian development group Opal Property Developments undertaking a complete revitalization of the historical Karol Scheibler's factory complex dated from the 19th century. The main part of the project was conversion of a huge spinning-mill into a housing estate. Lofts are finished with a high standard. Postindustrial character of the project gives the location a unique atmosphere. Lofts are relatively new concept of housing born in 60. in USA. The Lodz example shows that this type of flat is still attractive both as a high standard living place but also as an investment.

The second issue is the presentation of very important social problem caused by this particular revitalization project – the conflict between local authorities and local society over the authorities' idea of creation socially homogeneous space at the Priest's Mill, especially the area surrounding "At Scheiblers" lofts. To cause that the area around lofts would be perceived as attractive the local authority tended to control the characteristics of tenants through relocating poor individuals and households to social housing situated within the external zone of the city. Such a concept would definitely increase management difficulties in social housing as well as strengthen the process of forming underclass and social exclusion.

The paper concludes with some proposals that has been introduced to resolve the social conflict within the Priest's Mill area. As well as some recommendations concerning further actions that brings degraded fabric of the city up to high standard living place and at the same time improve social cohesion.

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Neighborhood senior daytime community centers in the town planning process in Turkey

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Keywords: elderly living alone, daytime community center, life quality, life satisfaction

The growing ratio of elderly individuals within the total population is resulting in an increase in age-related problems. Known as the third age group, the seniors who make up this group face problems that can be classified as physiological, biological, psycho-social, and economic. Oftentimes, loneliness comes to the top of the list of the issues with which these seniors must deal.

While developed countries are rapidly instituting new and contemporary measures to establish senior community centers, Turkey, whose average life expectancy has now reached the 70s, has instituted almost no innovations in this area. Turkey does have a system of nursing homes that equate with resident old-age. These are facilities that the aging sometimes enter voluntarily, or are sometimes forced to enter due to certain issues in their lives. It is a well-accepted fact that the residents of these facilities live the remainder of their lives isolated from the greater community.

It is thus that the wide experience and knowledge that have been amassed by the elderly are simply tossed aside, constituting a significant loss for society. This isolation of the aging also means that these individuals both feel remote from society and suffer a loss in quality of life. Turkey's seniors need training and introductions that will help them bridge the gap of advanced technologies, while they also should be provided with opportunities to avail themselves of the social, educational, and cultural resources available in the wider society. In such a case the aging would be able to grasp the chance to develop their own potentials.

In this sense, if events in which seniors can participate in their spare time are provided, those participants will be able to further fulfill their social needs.

Participation in social events will strengthen their ties with life and by attending courses that aim to advance their skills and hobbies they may also feel productive once again. This study suggests that these are the kinds of activities that senior centers need to develop. The results of this study will assist in augmenting the contentment and life quality of the elderly.

We believe that the senior community centers proposed within the conclusions of this study will assist in mitigating the loneliness experienced by many elderly, especially by those who live alone and that the results of this study can be used to bolster the quality of life of Turkey's senior citizens. In the evaluation of the kind of spare-time activities that could be made available at these senior community centers, it has become evident that these activities should aim to increase interpersonal relationships and thus increase the life satisfaction levels of attendees. These centers could be enriched by providing them with facilities for engaging in hobbies and book lending, should have a meeting/classroom, space for watching movies, a cafe/restaurant, and a health room. These community centers should also provide activities that will allow the elders to socialize with people of younger generations. In this way, such centers would play significant roles in reversing the isolation of the elderly that has been a by-product of the dissolution of the extended family in favor of a nuclear family. The surveys conducted as part of this study have shown that we can anticipate wide participation of the aging at such centers.

Data was gathered using a questionnaire survey selected through a stratified random sampling in Istanbul. In the scope of this study, 410 face to face questionnaires have been carried out with elderly people in residential areas, in the districts of Bakırkoy, Kadıkoy and Besiktas. While selecting these samples, questionnaire quota has been applied in proportion with the population of each district and its elderly population. The reason why these districts were selected is the rate of the elderly population in the related areas which is twice as much as the average of Istanbul.

Towards Elder-Friendly City: evaluation of Istanbul urban environments

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Keywords: Elder-friendly city, Elderly, Life Quality, Life satisfaction, Istanbul

All around the world, population profile has been subject to a rapid change, and the rate of the elderly within the general population has been increasing. Parallel to the increased average of life expectancy and the growing number of the elderly, psychological, social, cultural, and economic problems concerning the elderly population have also increased, calling for immediate action.

“Aging” remains as a serious issue inflicting most countries, especially the developing ones. Within the process of global aging, which is called the demographic transformation, the decrease in birth and death rates have led to a decrease in the rate of children and youth within the general population, while a remarkable increase is observed in the elderly population. It is estimated that, especially in 20-40 years’ time, developing countries will rapidly undergo the process of aging. The number of people aged 60 years and over as a proportion of the global population will double from 11% in 2006 to 22% by 2050, by which time there will be more older people than children (aged 0–14 years) in the population for the first time in human history. Developing countries are aging at a much faster rate than developed countries: by 2050, 79% of the world’s older people will be living in those countries.

The elderly are faced with difficulties not only because of the problems that occur as a result of the process of getting old but also because the urban space is not designed for them. It is of great importance for the elderly that they live in places where they feel secure. Many organizations also, emphasize the importance of environmental conditions as a factor affecting the life satisfaction and quality of

life among old people and when the subject is elderly, it is obvious that the environment is mostly limited to the caring and accommodation conditions as well as the socio-physical aspects of the environment in which the person ages.

Developing what has been termed 'elder-friendly' cities has become a significant issue for public and social policy, embracing questions covering different types of communities. In an elder-friendly community, the policies, services and structures related to the physical and social environment are designed to help seniors "age actively." In other words, the community is set up to help seniors live safely, enjoy good health and stay involved.

Data was gathered using a questionnaire survey selected through a stratified random sampling in Istanbul. In the scope of this study, 410 face to face questionnaires have been carried out with elderly people in residential areas, in the districts of Bakırkoy, Kadıkoy and Besiktas. While selecting these samples, questionnaire quota has been applied in proportion with the population of each district and its elderly population. The reason why these districts were selected is the rate of the elderly population in the related areas which is twice as much as the average of Istanbul.

Cities produce advantages for older people in respect of easy access to medical services, provision of cultural and leisure facilities, shopping and general necessities for daily living. In aging societies, knowledge of the factors affecting life satisfaction of the elderly is highly beneficial for the institutions providing services. In this study, the determinants that affect life satisfaction of the elderly will be evaluated in the rate of physical activity, participation in social activities, and the frequency of socializing with friends and relatives and Istanbul urban environment will be evaluated in respect to criterias of elder-friendly city.

Developing a Post-Earthquake Socio-Spatial Analysis of barrio Centro Sur in Talca, Chile

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Background

The city of Talca is located in the Maule region of Chile, 255 km south of Santiago, with a population of approximately 200,000 people. In 2010, an 8.8 magnitude earthquake devastated the Talca community. The earthquake resulted in significant physical destruction of the city center, including the historic residential neighborhood, *Barrio Centro Sur*. The ensuing displacement of residents to the city's periphery exacerbated socio-spatial segregation and the deterioration of Talca's economic center. Reconstruction efforts have been insufficient in restoring the historic city center and the regional economy, while the recent September 2015 earthquake has rekindled concerns regarding the vulnerability of high-risk populations to natural disasters.

Project Description

Through a partnership between the Department of City and Regional Planning at the University of California, Berkeley (as part of a Housing and Community and Economic Development studio led by Professor Malo Hutson) and the Universidad Católica del Maule, we identify policy strategies to redevelop the *Barrio Centro Sur* through joint initiatives between the University, the City of Talca, the Regional administration, and local community. In conducting our research, we worked with the Ministry of Housing and Urban Development (MINVU), the Urbanization and Housing

Services Administration (SERVIU), Universidad Católica del Maule faculty, and the community-based organization, Sur Maule.

Our research explored opportunities to develop the earthquake damaged downtown area while providing new opportunities for the low-income student population and Talca residents. Together, the university and government agencies will jointly serve as anchor institutions in *Barrio Centro Sur* to create a viable and sustainable downtown and better serve the Talca community.

The city of Talca functions as the post-secondary education hub for the Maule region. Current educational reforms in Chile are redirecting attention to the provision of postsecondary education, raising questions about the extent to which public funding should be allocated to private institutions that deliver social benefits to their surrounding communities and to society. This is particularly relevant to the Universidad Católica del Maule, which serves a majority of the region's low-income, first generation college students.

Methodology

Our research involves three strategies: ***identifying land-use and connectivity opportunities***, developing ***equitable housing*** solutions, and ***integrating services*** between university programs and government agencies. Through interviews, surveys, and extensive policy research, we examined the impacts of national, regional, and local regulations on urban land and how they dictate land use and transportation patterns following the earthquake. Our research analyzes the socio-spatial results of these policies and opportunities to better serve the impacted populations and create a functioning urban center.

Our methodology includes interviews with residents of *Barrio Centro Sur*, surveys with students of the Universidad Católica del Maule; informational interviews with City and Regional representatives; and spatial and financial analyses of potential sites for university relocation. Land use and connectivity opportunities were assessed through “on-the-ground” research to identify sites damaged by the earthquake with redevelopment potential, or sites owned by the Ministry of Housing and Urban Development (MINVU) that could be repurposed. This study occurred over a span of six months beginning on June 1, 2015.

Outcomes

For the proposed relocation of university programming in *Barrio Centro Sur*, we considered planned State initiatives for subsidized housing in conjunction with identified community needs in order to determine equitable housing options in the area. Recommendations include providing for underserved families who were displaced in the aftermath of the 2010 earthquake, as well as low-income students who travel significant distances to access educational amenities in Talca. Housing recommendations will be complemented with collaborative opportunities for university and government services to meet the needs of the local population, specifically in the health and education sectors. This collaboration will emphasize experiential learning for Universidad Catolica del Maule students in pre-professional programs while complementing government services in the local community. These recommendations reimagine the established pedagogy of spatial policies and land use management to create an integrated and comprehensive approach to social services.

The condition of the local community creates opportunities to facilitate new synergistic relationships and leverage funding to promote socio-spatial and economic equity in land use management, urban design, and place-making.

In partnership with government agencies, the Universidad Catolica del Maule holds the potential to serve as an anchor institution in the community development of downtown Talca, and as a force for promoting socio-spatial and economic equity in infrastructure, real-estate development, and spatial policies.

Successes and shortcomings for ZEIS-3 housing in São Paulo: the case of “25 de Janeiro”

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Background

São Paulo, a city of 11 million residents as of 2014, is known for having extreme socio-spatial segregation. It is also a city with a significant housing deficit (230,000 housing units according to the most recent data¹) which disproportionately affects the lowest income families.

The federal City Statute in 2001 made possible the creation of zoning instruments known as ZEIS (*Zonas Especiais de Interesse Social*, or “Special Zones of Social Interest”), which designate areas inhabited by low-income populations in the city so that they may be eligible for regularization or improvement, thereby reducing their susceptibility to real estate speculation.⁴ The authority to define the different types of zones and to determine their geographical locations was left up to municipalities.

The 2002 Master Plan for São Paulo called for four ZEIS zones in São Paulo, depending on the existing conditions and features in each area. In São Paulo, only one of them – ZEIS-3 – was created to maintain low-income housing stock or to stimulate private-sector housing production in abandoned or underutilized parcels in *central* parts of the city, where infrastructure is complete and where amenities are abundant. ZEIS-3 were delineated under the logic that their ample access to services, jobs, and infrastructure would provide greater opportunities for low-income residents than those available in more peripheral parts of the city, thereby helping to combat the pervasive socio-spatial segregation found in São Paulo. However, because the cost of land is

¹ City of São Paulo, as cited in Folha de São Paulo, October 11, 2015, “Cobranças em Ocupações de sem teto divide urbanistas e movimentos.” Accessed from: <http://www1.folha.uol.com.br/cotidiano/2015/10/1692792-cobranca-em-ocupacoes-de-sem-teto-divide-urbanistas-e-movimentos.shtml>

⁴ Caldeira, Teresa and James Holston. 2014. “Participatory Urban Planning in Brazil.” *Urban Studies* 52:11.

extremely high in these areas, there are few examples of housing developments which have been completed in ZEIS-3 areas thirteen years after the creation of this zoning tool.

Project Description

This study evaluates a ZEIS-3 housing development known as “25 de Janeiro”, which was authorized in 2005 and first occupied in 2008. It is comprised of four buildings with 403 units originally destined for social-interest housing, and two market-rate housing buildings, for a total of 603 units.

In this project I evaluate 25 de Janeiro by asking the following research questions: how has living in the housing project affected the livelihoods of former or current residents? What were the housing alternatives that were available to them? Based on findings from these questions, I also consider questions such as: does this model currently have the potential to diminish the high levels of socio-spatial segregation found in São Paulo, or to improve housing options for low- and middle-income families in centrally-located areas of the city?

25 de Janeiro was built by the private developer Engelux Construtora and was considered to be one of the few successful examples of housing constructed in a ZEIS-3 area, given that private construction of low-to moderate-income housing developments in ZEIS-3 zones has been largely unfeasible in amenity- and infrastructure-rich neighborhoods because of the extremely high cost of land. Academics and city staffers alike have emphasized that 25 de Janeiro appeared to be a success story because of the the large number of subsidized housing units that were created through this project, the excellent location adjacent to a metro and rail station, the easy access to jobs, and the abundant nearby services.

The initial occupants enrolled to live in the development in 2006 on a first-come, first-serve basis and were required to meet eligibility criteria: they had to be residents of the city of São Paulo, and had to be earning less than six monthly minimum salaries. Priority was supposed to be given to families who were living in nearby *cortiços* (a low-quality, aging housing type in which large houses are subdivided to accommodate multiple families). The families who successfully enrolled to be residents received an indirect subsidy from the federal government, since the construction was financed by

the federally-owned bank Caixa Econômica Federal. While the deeds of these apartments required that families live in these homes for a minimum of ten years, it is already clear that many people have sold and/or sublet their homes, raising questions about the efficacy of the government subsidies.

Methodology

While several studies have been done on the implementation of ZEIS-3 projects, all of them have focused on interviewing policymakers or local community leaders. I evaluate this development eight years after its initial occupation date based on in-depth interviews with current and former residents, and conversations with relevant actors at the city and in the private sector. The resident interviews prompt interviewees to recall how their lives have changed upon moving to 25 de Janeiro, and questions fall largely into two categories: quality of life questions and housing cost questions. Residents were asked about their former places of residence; former and present employment opportunities; access to public transit; and housing alternatives.

Findings and Recommendations

While residents were legally obligated to stay in these subsidized units for a minimum of 10 years, it is already clear that many have broken the terms of their deeds to sell or rent their apartments to other families. This raises questions about the efficacy of the subsidies given to families, but also about the strategy for delivering subsidized housing to low- and moderate-income populations in the city of São Paulo. Historically, most subsidized housing developments in São Paulo were built in peripheral neighborhoods, where land values are not as high and where real estate speculation is less likely. However, this study shows that an alternative means of financing may be needed as São Paulo begins to implement housing policies that promote the construction of subsidized housing in central areas of cities. Furthermore, my results suggest that this development may no longer be addressing existing needs within the city of São Paulo and are becoming increasingly available to residents of other cities or regions.

Nonetheless, it is still clear from these interviews that the families who have lived in this development have benefited from 25 de Janeiro's location and experience high quality of life indicators. This project therefore provides empirical support for the idea

that subsidized housing can make a positive impact for families who would otherwise be excluded from the housing market in amenity-equipped and centrally-located areas of the city.

Planning as curating everyday micro-contexts for a better public policy in the Favelas: The case of the Favela School of Architecture

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Keywords: everyday, favelas, planning, public policies

Daily life is taken for granted by Brazilian public policies. Nevertheless this is a crucial coarser grain of the urban dimension, as it is the stage of the assertion of democracy and equality among the different powers and actors in the city. Therefore, transformations and subversions occur in this dimension of the city. Here, the aim is to tackle this broad discussion according to the current needs of Brazilian society. This paper thus scrutinises forms of alternative participatory urbanism which emerged during the past few years and which tackle the housing issue.

A case in the School of Favela Architecture, explore forms of curating the existing social practices of the residents. The thus proceeding proposes a framework willing to better address participatory planning in the context of the open architecture of favelas. Innumerable transcripts and ethnographic tools were applied in order to elaborate guidelines for planning coupled with the context of everyday.

A slum is an indisputable reality in Brazil, and its spatial configurations convey so many complex dimensions of the urban fabric that it cannot be reversed only by policies. The investigation on the curatorial role of architects becomes a crucial aspect for the creation of planning tools, for many reasons.

The current stage of Brazilian policy discussion on Right to Housing, for example, encompasses visions such as the task force and self-management. Technical assistance for low-income people too, referring to the law 11.888/2008. Nevertheless, a lack a deeper understanding of the logic of space we call today Favela,

complicates planning processes, for several reasons. Resulting from that, many times, the interpretation of the law does serve to control the places where residents live, and contribute to forms of planning that produce the results as traditional planning.

Finally, through recognizing the city's informal practices with a more critical look, as these a central aspect of economic production and urban space would be valid because the discourse of housing should be seen a priori a necessity of the human being, not a product. We aim that this article produces guidelines willing to address inhabitants lives.



Favela School of Architecture (Photo: Ana Rosa Chagas Cavalcanti, 2015)

Spaces of commoning: urban occupations in Belo Horizonte

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It is not without some difficulty that we try to perceive the Commons from the perspective of the urban space. As we witness the recent resurgence of the theme, there seems to be a stronger understanding of the practices of communing when it regards natural or immaterial assets, in opposition to the production of the urban realm. Occupation movement of various sorts – artistic, political and yes, housing ones – reestablished the idea of space as commons through the force of collective actions. From all these different acts of occupy undertaking, urban (housing) occupations seem to have a specifically relevant aspect, because through its formation, maybe more than in any other sort of occupation, it is often possible to witness the construction of a new form of community.

Considering that “common interests cannot be postulated, they can only be constructed” (ANGELIS, 2010, p.5), the aim of the proposed article is to analyze which practices of commoning are being created in these new communities, and how are these practices influencing the socio-spatial relations amongst them and within the “outside city”. For that, empirical analysis will be carried in some experiences of urban occupations in the Metropolitan Region of Belo Horizonte, Brazil. The intention is to unveil, through the perspective of its residents, how urban commons play a role in their living.

The commons encompass a collection of processes and resources that are neither private nor public owned, but are instead produced and managed in a shared collective way. By allowing the occurrence of new practices of social reproduction, it resists and brings new insights to the usual dichotomy of market commodification and state control. Hardt and Negri (2004) distinguishes these communing practices into two categories. The first one defined as the material commons, includes natural

resources such as the ocean, the soil, the forest, mineral fonts and other elements that are finite and to which access is usually restricted . The second group consist of what the authors define as artificial commons, comprising productions of immaterial sources, such as the intellectual, linguistic or affective works that result from social interaction and to which the logic of scarcity and restriction don't usually apply.

The struggle in dealing with the urban commons may be in the hybrid content that it entails, comprising at the same time artificial and natural commons, as the city unveils itself as the space produced by the collective work of different actors, while being simultaneously the locus of capital reproduction and abundance and a place of scarceness and restricted access.

In the milieu of our neoliberal metropolises, expropriation and commodification of these common assets and the supremacy of the private property results in the ongoing transformation of the urban space, becoming increasingly controlled, entrenched and secured away (HARVEY, 2012) leaving each time less space for community encounters, plurality of uses or new social relations. At the same time, as the space is inequitably available, it increases the forms of deprivation, segregation and vulnerability of those that have their access to the metropolis denied.

In Brazil, the restricted access to urban land and the dominion of private property legitimates a model of sprawling centrifuge growth that expels the most vulnerable further away from the center and its infrastructures, perpetuating, for the urban poor, illegality as the only option (HOLSTON, 2013). With the insufficiency of public housing policies, and the mounting costs of land, organized urban occupations have become a recurrent phenomenon in the last ten years, as the urban poor struggle to guarantee their right to the city (TONUCCI FILHO, 2015).

The Metropolitan Region of Belo Horizonte is the third largest metropolitan region in Brazil, with a population of nearly 6million inhabitants. There are, at the moment, 18 urban occupations in its territory, dwelling in both private and public owned lands and vacant buildings in predominantly peripheral areas. In conditions of little infrastructure and instability, these occupations sums up to around 12.000 families that, perhaps by necessity more than by choice, are learning to live – or to resist –

through practices of material and immaterial commoning that arise from their collective claims to housing and property.

There is a growing sense of community that is perceived in these organized occupations that are not focused on similarities but rather in the pluralities of relations between people of very heterogeneous beliefs and backgrounds. With this paper we hope to bring new light as to how new commoning practices can be maintained in our current neoliberal context, and how can they establish “a new political discourse that builds on and helps to articulate the many existing, often minor struggles, and recognizes their power to overcome capitalist society”. (ANGELIS, 2010, p.1)

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Creating affordable housing outside the public arena in California: innovations in design, regulation and finance

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Housing which is affordable and proximate to places of employment is crucial to sustaining California's economic competitiveness. This is particularly so in highly impacted metropolitan California communities such as the San Francisco Bay Area.ⁱ Funding from California State Agencies helps to incentivize construction of new, affordable housing units throughout the state but, given limited funding it largely supports the production of housing for extremely low (<30%) and very low (30-50%) area median income (AMI) households. The California Regional Housing Needs Assessment (RHNA) identifies the gaps that exist in regions between housing need and housing supply and establishes targets to meet this need. The objective is to encourage local investments to fill the gap between housing need and availability and shape federal and state investments toward that end.

Median income (and income of those needing access to housing) in California ranges widely as does the desired housing type. For 2014, farmworker housing in the Central Valley, service delivery workers in the central coast, and, entry-level multifamily rental housing for highly educated IT workers in Silicon Valley are all represented in this population. But projects serving households with low (51%-80%) and moderate-income levels (81%-120% AMI) is not typically competitive for subsidy from limited state funds. The housing occupied by these families is largely produced by the private sector and has been labeled in the literature (and variously defined) as "workforce" housing. The Urban Land Institute (ULI) defines "workforce housing" as affordable to households of low, moderate and above moderate income in the range of 60-120% of AMI. The Housing Land Trust Fund of San Francisco Bay defines "workforce housing" as housing that is affordable to private and public sector workers

with incomes at or below that of teachers and public workers. However, no shared definition of “workforce housing” currently exists.

The urgency to seek housing solutions for low and moderate-income households in California is recognized widely and reflected in data on housing prices. The Center for Housing Policy’s first quarter report for 2014 lists 13 California metros in the 15 highest metro median home prices in the US. The top four California metros (San Francisco, San Jose, Santa Anna and Santa Cruz) outrank Hawaii and New York.ⁱⁱ

This paper reports on a research study recently completed for the California Department of Housing and Community Development (HCD) in support of the agency’s efforts to formulate the 2015-2025 Statewide Housing Plan to address the range and variation in California’s housing need. It recommends supportive policy and practice to enhance the creation of housing for low and moderate income households, variously referred to as “workforce” housing, based on study of, and lessons learned from, successful and innovative housing projects for working families created in California primarily through private sector initiative. The paper will:

1. Identify best practice cases of successful housing accessible to low and moderate income households that demonstrate innovations that are pertinent to California in meeting the regional housing needs of the state;
2. Delineate the design, regulatory and economic parameters of innovations that underlie these successful projects and a context sensitive development strategy of permutations and variations in effective practices in design, production, regulation and ownership; and,
3. Outline the needed policy to support/encourage private investments and partnerships to produce housing for this segment of the population in California.

The work presented will feature ten different projects developed constructed in the last ten years that demonstrate context-specific innovations in design, regulation and finance that have enabled the private sector to construct housing for low and moderate income families in California.

Notes:

i “Driving Home Economic Recovery: how Workforce Housing Boosts Jobs and Revenues in Marine,”

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Equity and social inclusion, means for urban prosperous housing developments in Mexican cities

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While sustainable urban development has been the goal of urban authorities since the publication of the World Commission on Environment and Development report *Our common future*; clarification of goals of sustainable cities is still in order. UN-Habitat launched in 2012 the City Prosperity Index (CPI); in the aftermath UN-Habitat has conducted various studies all over the world, among them one for Guadalajara Metropolitan Area (GMA), the second most populated urban area in Mexico. In GMA national housing policies have strongly influenced growth in the last 15 years, in an unsustainable fashion, but this could change.

This paper discusses the relationship between housing development policies in Mexico and the United Nations' Cities Prosperity Index (CPI). By assessing GMA as a case study, this paper also proposes pragmatic ways to translate CPI's indicators into development requirements for new and existing housing developments in Mexican Cities.

Housing development policies have focused on quantitative rather than qualitative issues, in particular for low income citizens since the year 2000; whereas CPI measures multiple dimensions of prosperity in 6 components: productivity, infrastructure development, quality of life, environmental sustainability, governance and legislation as well as equity and social inclusion. Productivity means basic economics for cities, quality of life considers social services of education, health and public space, infrastructure development refers to physical networks supporting economic development, equity and social inclusion strives for a fair share of wealth in cities, environmental sustainability considers sensitive areas protection, and urban governance looks for citizen involvement in decision making processes. This rich approach to sustainable prosperity poses conceptual and methodology challenges.

Although the analysis includes the six dimensions of prosperity, it emphasizes on the equity and social inclusion component. Equity and social inclusion have usually played a secondary role on urban housing national policies. Since equity aims at achieving a balanced economic growth, and eradicate poverty in urban areas, should be an important issue in decision making for new housing developments.

Equity and Social Inclusion Index (ESI) combines Gini coefficients with other indicators such as gender and social inclusion as well as urban diversity.

Equity has been an important issue for planners; it belongs to procedural planning theories since it is oriented towards the process of planning and the role played by the actors involved. It is a result of a bottom-up process initiated most of the time at the grassroots groups' level. Individuals want to plan an active role in the process. All members of society want to be able to sit at the table with decision-makers on an equal basis and sharing the same rights. This is not always true because actual circumstances are not equal for everyone, resulting in a permanent struggle among the stakeholders. In addition, people in our contemporary societies are only participating in contingency situations instead of having a permanent involvement. The reasons are that democratic processes consume time and most of the participants are not economically rewarded and they don't have the economic resources to devote their time to citizen participation instead of working.

The paper compares CPI's outcomes from GMA to housing national policies in Mexico concluding with an array of possibilities to improve new and existing housing developments in the urban region.

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Housing provision restructuring and state-led financialisation in post-global recession China

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The latest global financial crisis has triggered a four trillion RMB stimulus package in China (Sum, 2013), which invested largely in the urban built environment such as urban infrastructure and the real estate industry. This short-term yet intense bailout plan has ostensibly led to ‘ghost estates’, skyrocketing housing price, and pandemic civil resistance (cf. He and Xue, 2014; Wu, 2015). Both the stimulus package and the long-lasting ‘deficit financing’ associated with China’s fast-track urbanisation (Harvey, 2005) have accumulated unsustainable heavy debt burden for the local governments (Naughton, 2015; Ren, 2015).

In order to cope with these deadlocks, urban housing provision has undergone a dramatic restructuring in China. Firstly, the very harsh top-down ‘purchase restriction order’ has been enforced to curb speculative investment flooding into the high-end housing market. Secondly, massive evictions under the banner of ‘shantytown redevelopment schemes’ and ambitious plans of affordable housing provision have simultaneously taken place. These processes have created supply and demand for the low-end housing market and stimulate large-scale urban redevelopment. In 2011, 36 million units of affordable housing (including price-cap housing, resettlement housing, public rental housing, and low-rent housing) were planned to be constructed within five years. In 2015, a ‘three-year-plan’ (2015-2017) was announced by the State Council to redevelop another 18 million housing units in shantytowns. In total, about 1/4 of China’s urban population will be housed/rehoused under these schemes. Given the prevalent public critics on the inconvenient location, high vacancy rate, inappropriate allocation of affordable housing, and the misuse of affordable housing funds, people

have casted doubt on the recent housing provision restructuring. At national level, the total 52 million affordable/resettlement housing units are unevenly distributed in different cities. At intra-urban level, both affordable housing blocks and shantytowns are selectively (re)developed. To some extent, the movement of affordable housing construction and shantytown redevelopment has been mobilised by the local authorities to showcase their political achievement. It is also not uncommon that, areas with high potential for economic returns are given higher priority in shantytown redevelopment, while other plots in urgent need of housing improvement remain unchanged for decades. Therefore, it is of great significance to investigate whether the ongoing housing provision and financialisation reforms have ameliorated or exacerbated the pre-existing uneven development at inter-urban and intra-urban levels.

In the meantime, due to the sluggish economic performance since 2008, the Chinese central state has actively introduced financialisation as a means to reduce the financing cost, increase capital liquidity and tackle the heavy public debt borne by both local governments and state-owned enterprises. Alongside the low rates of returns in labour/capital-intensive manufacturing (Zhang, 2014), more private capital has been channelled into public projects in the form of Public Private Partnership (PPP), while the stock market and virtual crowdfunding are in full swing. In particular, during the process of urban redevelopment, more 'innovative' financial tools have been employed to increase capital liquidity (Gotham, 2009). More specifically, the State Pension Fund has actively engaged in leveraging Real Estate Investment Trusts (REITs) since 2011 in several major cities, while financial platforms for affordable housing constructions have emerged to regroup and balance the multiple portfolios within their assets pools, and to issue financial products (e.g. corporate bonds) to smooth the financing process.

The recent changes in housing provision and state-backed financialisation reforms clearly show that China's urbanisation trajectory is experiencing significant phase change since the outbreak of the global recession. In spite of the latest phase of oscillation in the urban restructuring process of post-global recession China, notable lacunae exists in research into the interrelation between housing provision restructuring and emerging forms of state-led financialisation, as well as its socio-

spatial implications for affected urban residents. To fill the void in existing literature, this research proposes to delve into the underlying politico-economic causes rendering China's recent state-led financialisation, homeownership-oriented affordable housing provision and shantytown redevelopment schemes against the backdrop of heavy debt burden and economic downturn; to demystify the ongoing state-led financialisation in the urban sphere and its profound impacts on housing provision reform through scrutinising the institutional design and operating mechanism of the financialised two low-end housing schemes; to examine how the two low-end housing schemes , are implemented in concert with the emergence of financial platforms/tools; and to investigate the socio-spatial outcomes of the ongoing housing provision restructuring through providing a bottom-up account of urban dwellers' real life experiences concerning changes in their livelihoods and housing accessibility.

Based on case studies in two cities spearheading extensive affordable housing construction and financial experiments, Chongqing and Nanjing, this research will meticulously examine why and how financial platforms and innovative financial products are introduced to finance low-end housing production and facilitate wholesale shantytown redevelopment. In addition to desk-based research, in-depth interviews, household survey, and participant observation will be conducted in both cities to investigate whether the rehousing programmes associated with housing provision restructuring and strategies of financialisation genuinely ameliorate people's livelihoods and housing accessibility or just conjure up a populist illusion underwritten by bold financial experiments. We believe these efforts will contribute to an updated and enriched understanding of the mutations of housing provision and financial reforms in a transitional economy and inform scholars and policy makers about the long-term impacts of these transformations.

Tackling housing shortages or addressing sustainable urban land use? A political economy approach of urban sprawl in public housing projects in Suriname

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Urban sprawl, often associated with low density, fragmented or unplanned urban development, is generally considered an undesirable form of urbanization. Certainly in a developing context such as the Caribbean, it is taking problematic proportions. According to United Nations the Caribbean region is one of the most urbanized areas in the world. Over 75% of all Caribbean's lives in urban agglomerations, often in large, spread-out and unplanned metropolitan agglomerations. (UN Habitat, 2012) As a result, problems arise in protecting natural habitats, woodlands or arable land and Caribbean cities are becoming increasingly dysfunctional in terms of urban mobility, and the provision of urban amenities. (Heirman & Coppens, 2013) (Verrest, et al., 2011)

International donor agencies, national and regional governments in the Caribbean often have strong intentions to set up planning frameworks to guide urban development, frequently borrowing concepts from the developed countries. Western urban planning strategies to combat sprawl however show a rather disappointing success (Phelps, 2012). Part of the failure of planning relates to the fact that discussions and research on sprawl have been far too concerned with urban form and its generic causes and consequences, at the expense of an understanding of the processes producing urban form (Neuman, 2005). The prime focus on urban form in planning literature gave rise to typical planning concepts such as the Compact city or Smart Growth and instruments such as zoning and boundary planning, which are rather technocratic approaches. Moreover, sprawl is a multifaceted phenomenon that

has numerous empirical manifestations and has different causes leading to different consequences in different national and regional settings.

In this paper we argue that there is a need for more attention regarding context specific politics, the institutions, the governance dimensions which actually drive urban sprawl. We specifically argue that in order to fully understand the dynamics of urban sprawl there is a need to bring in a political economy (PE) perspective which takes into account the variety of and interaction between involved stakeholders, their interests and their power positions (Harris, 2013). The Institutional Analysis and Development (IAD) frame is here used as an operational frame of political economy analysis (Ostrom, 2011).

We use the new public housing programme (2010 – 2015) in Suriname as a prime example of planned public developments in the Caribbean that contribute a further sprawling of the city. In this case we interviewed involved stakeholders in the decision making process of selecting locations for new public housing projects, and asked for their motives, interests and incentives to take certain decisions. In this qualitative case study analysis we use document analysis and in-depth interviews with the main decision makers and public administration (N = 26), academics, professionals and civil society organisations (N=16).

A GIS analysis of the project locations, shows that the Surinamese public housing programme has made an important trade-off between the demand for affordable housing and the need to preserve natural resources, as all of the new public housing projects are located on prime urban sprawl locations. The application of the IAD, revealed that the locations were selected despite the involvement of well-trained planners, the availability of compact city or green city visions and new governance approaches. Rather, urban sprawl is caused by uneven power relationships, perverse incentives and sticky institutions. Surinamese politicians have a strong power over the other stakeholders due to political corrupt incentives such as clientelism and patronage. But also due to incentives that weaken the agency of other stakeholders such as a small society, other development and environmental priorities and limited available capacity to form opposition. In addition other governance, cultural or physical incentives and institutions support the position and interaction among the involved

stakeholders. These are for example detached housing ideal, car dependent society, weak planning instruments, slow planning processes and few technically suitable lands.

The public housing programme in Suriname illustrates very well the context specific and multifaceted character of urban sprawl, but also makes the ineffectiveness of the proposed technocratic strategies tangible and draws attention towards the aspects that matter most in a PE approach.

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Social Housing and ‘roll-with-it’ Neoliberalism in South America and Australia

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This paper responds to calls for comparative urban research (Dear, 2005; McFarlane, 2010; McFarlane & Robinson, 2012; Robinson, 2004, 2006) that bridges traditional divides between regions, political spectrums and wealth profiles (Robinson 2011). It draws comparisons from cities in South America and Australia to analyse the planning concept of social housing and its varied policy responses. The authors’ combined research and collaboration offer a unique perspective on the evolution of social housing policy as well as contemporary issues and innovations in accessing housing for disadvantaged populations. The paper examines approaches to social housing, forms of delivery or acquisition and the political context and discourses used to support social housing. The main case studies are Santiago, Bogota and Melbourne, though evidence from research conducted in Buenos Aires, Sao Paulo, Sydney and Medellin is also drawn upon in this paper.

Keil’s concept of ‘roll-with-it’ neoliberalism is the defining thread that knits together the cases studied. Urban politics has significantly shifted over the past three decades of neoliberalisation in each context: Following the parallel roll-back of State-led social housing programs and the roll-out of neoliberal adjustments over the 1980s and 1990s, neoliberal forms of social housing policy and delivery have become normalised to different extents in all case contexts studied. In particular, evidence suggests a prevalence of enterprise models and competition as a central tenet of contemporary social housing policy and delivery. Research also highlights innovative

alternatives, often ‘nonliberal modes’ (Keil, 2009), from interrelated movements “together with the state, despite the state and against the state” (de Souza, 2006), from progressive taxation and inclusionary zoning to direct occupation and resistance movements.

This paper critically describes the evolution of social housing policy in each context with a focus on alignment with neoliberalisation. Then, it examines to what extent contemporary social housing policy and delivery are informed and bounded by ‘roll-with-it’ neoliberalism. It provides an account of some progress made in addressing social housing need within roll-with-it neoliberal contexts. It also explores possibilities of change that may transcend the roll-with-it dynamic to address the needs for disadvantaged groups to access appropriate housing. Evidence is drawn from policy and document analysis conducted by the authors, as well as interview responses relating to governance and social housing. Each author is conducting separate doctoral research on related topics and through the *RMIT-University of Melbourne Latin American Urban Studies PhD group* parallel themes have been identified. Overall, this paper examines social housing under ‘roll-with-it’ neoliberalism and compares its associated urban politics, both neoliberal normalisations and counter-processes.

In all cases studies, social housing was predominantly introduced in the post-war period from the late 1940s and into the 1950s as a response to mass rural-to-urban migration and/or as part of economic stimulus packages alongside ‘sanitation’ or ‘urban renewal’ efforts. Some local particularities contributed to social housing need in this era, for example in Colombia with internally displaced groups from the conflict between guerrilla groups and the Colombian army. All cases then experienced a significant shift towards market-led housing policies in the 1980s that was deepened in the 1990s. Policymakers have sought to address part of the persistent social housing deficit through increased subsidisation into the 2000s, reflecting the predominance of ‘roll-with-it’ neoliberalisation.

A common phenomenon has been the shift in focus in housing responses toward middle income households given increasing demand from this sector and their higher capacity to leverage or directly fund part of their housing solution, such as

‘affordable housing’ programs in Australia (e.g. National Rental Affordability Scheme), Brazil (e.g. ‘My House My Life’ program , Krause, Balbim, & Neto, 2013) and Chile (e.g. ‘Subsidy for Families of the Middle Sectors’ and the ‘Rental Subsidy’) or the land purchase loan programs in Argentina (e.g. PROCREAR). Distinct trends are emerging with these programs. For example, the quantitative deficit has been more comprehensively addressed in Santiago and some

Argentine cities, while in other contexts, like Sao Paulo or Melbourne, more inroads have been made in improving the quality and diversity of social housing responses, though demand continues to greatly outstrip supply in these cities.

Today, there are multiple variants of social housing programs, from retrofitting and assisted self-build housing models (Chile) and large public and private financed social housing projects (Colombia) to the incipient incorporation of progressive taxation and inclusionary zoning (Sao Paulo and Melbourne), which aim to increase social housing supply and deliver quality of life improvements for disadvantaged groups. Within a neoliberal context the actors involved in social housing have multiplied, for example with a greater reliance on NGOs to deliver community housing, networks of community groups or the private sector in delivering cost-effective housing. Struggles have also been led directly by marginalised groups to gain access to dignified housing, from indigenous peoples negotiating the construction of collective spaces in social housing developments in metropolitan Santiago (M. Fontana, pers. comm., 23 Oct. 2015) to a movement that demands central housing by occupying abandoned buildings in Sao Paulo (Earle 2012) or through land appropriation and occupation in Bogota. Nevertheless, lack of social mix and segregation have been persistent problems, largely due to concentrations of social housing in peripheral locations driven by marketised social housing.

Studying social housing across Australia and South America emphasises that while planning concepts do travel, there is a process of adaptation to local planning culture and practices. Understanding and explaining planning practice and cultural influences helps to elucidate more clearly the way theory becomes manifest in practice and the similarities and variations that can exist. As planning and

urbanisation trends become increasingly interrelated in the roll-with-it neoliberal era, it's important to strengthen analytical frames by understanding unique local practices. Furthermore, as access to appropriate housing becomes increasingly difficult, there is an urgent need to uncover lessons about social housing experiences that can help inform a debate on social housing policy direction. Innovations from Australia and South America offer a rich ground for this study.

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The study of urban communities' openness under the background of China's institutional Change - A case study of the Zhongyuan District in Shanghai

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As an important part of urban life, urban communities have long been focused and hot issue of research. In the present institutional framework of China, institution has become a major factor sculpturing the urban space. Under the background of economic and social transformation as well as institutional change, China's urban communities have been in deep and rapid change also. Since market-oriented reform, China's economic system transforms from planned economy to socialist market economy gradually, at the same time, great changes on the system of urban land supply and housing supply system have also taken place. China's urban land supply system has undergone a transformation from the mechanism of administrative allocation, the land lease old system, urban land reserve system to the stage of urban land supply basing on the macro-economic control. Its evolution dominated by the central government, driven by the local governments, is affected by the economic system and economic structure. It represented as the adjustment of land property right. China's country housing supply system also experienced from the founding of the benefits distribution system to the monetization of housing distribution system.

This paper tries to explore the change of value behind the institutional change by combing the cause of the urban land supply system and urban housing supply system change, process and result. With the reform of our welfare system, social stratification, the housing market, and such as a series of social and economic reforms, the gap between the rich and the poor is widening because of the redistribution of China's social and economic resources, the socio-spatial differentiation is increasingly manifesting, social isolation and social exclusion has been quietly formed, and Chinese

traditional communities has disrupted, especially since the reform and opening up. The gated communities happened to meet people's pursuit of status and identity of the living psychological, social unrest and the gap between rich and poor caused by the sense of stability. Thus, a large number of gated communities began to appear in Chinese cities, and has gradually developed into the dominant mode of the city of new communities. Gated communities have not only become the standard form of the outskirts of major new residential areas, but also appear in the traditional downtown urban renewal real estate or alteration residential area. As a new mode of living space, gated communities have been changing the face of communities in China cities.

With the growing scale of the communities, the simple pattern of gated communities gradually has been showing their drawbacks, the mass of gated communities have led to great deal of city problems. The city is divides into an isolated island. While the city's transportation, public spaces and supporting facilities have been difficult to form a perfect, unified system, but due to gated communities in the role of security to prevent external interference. The openness of gated communities involves multiple interests, in the current socio-economic environment, the openness of urban communities in spatial is still a multi-disciplinary to explore.

This thesis establishes the measure index system of residential space openness on the basis of the literature research, using factor analysis. A case study of Zhongyuan area in Shanghai, which is constructed since the early reform and opening, with highly representative, is verified to qualify the spatial openness of urban communities via Excel and ArcGIS software on the basis of data obtained by field investigation and questionnaire.

Finally, this paper summarizes the development trend of urban communities' spatial openness under the background of institutional change. Based on the above analysis, this thesis considers that, the development of the economic system, land supply system and the housing supply system has important influence on our country's urban residential space openness. With the above systems changing, the construction of urban communities in China presents two main characteristics. Firstly, the openness of urban residential construction, on the whole, shows a trend of lower. Secondly, there appears a small amount of construction practice with high openness, while this

residential space mode is still in discussion and needs further explored in the actual residents living experience and its management of operation. This paper hopes to provide research basis and research basis for the development of the urban communities' theory and construction practice by the above analysis and summary.

‘Practice-led research underpinned by practice theory for new kinds of property development research’

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Keywords: Practice-led research, practice theory, negotiation, urban built environments, urban property development

Property development is “a process that involves changing or intensifying the use of land to produce buildings for occupation. It is not the buying and selling of land for a profit; land is only one of the raw materials used. Others include the building materials, infrastructure, labour, finance and professional services” (Wilkinson and Reed, 2008, 3). Development activity revolves around the commercialisation of land and its buildings, and is distinguished in well-established urban areas such as major towns and cities by high levels of risk/return, complexity and uncertainty. Urban property development is more often profit-driven and undertaken by an entrepreneurial developers from the private-sector who direct the design and delivery of site-specific projects.

Urban development is an individual and collective creative process which relies on skilfulness and effectiveness of specialist consultants from divergent professional practice traditions. Those directly involved in design and delivery of urban built environments play a significant role in shaping urban outcomes. Urban development is a dynamic composition of individual practices set in political, economic, environmental and socio-cultural structural conditions. Here, practice refers to both individual and collective action set in structural conditions. The quality of urban

development processes and outcomes is largely contingent on performance of those directly involved in design and deliver decisions. The skilfulness of development practitioners is largely dependent on an ability to respond appropriately to dynamic and changing sets of circumstances.

A critical overview of existing property development research reveals a substantial body of literature underpinned by divergent theoretical and methodological assumptions. While models of the development process have been useful tools to represent conceptual (and aspiringly universal) dynamics, behavioural studies focused on key stakeholders such as planners, developers, landowners and investors have attended more so to the intricacies of practice in specific contexts. As a result, much of the more intricate and subtle territory of development practice is unexplored.

The works of those such as that Bourdieu, Foucault, Giddens and Schatzki form a suite of practice theories and what has come to be known collectively as practice theory (Nicolini 2012). While there is no universal agreement on what constitutes practice theory, there is common appreciation that it stems from an interest in everyday human-environment dynamics as they are experienced in the flesh.

Practice-led research focuses on the nature of practice, that is 'how' people do what they do, and with improving practice (Candy, 2006) and is underpinned by divergent theoretical and methodological assumptions. The nature of urban development as complex and cross disciplinary makes practice-led research a constructive addition to prominent property development research methods.

This paper offers a critical review of existing property development literature and refers to a substantial body of research which leaves intricacies of practice largely unexplored. Practice- led research in the disciplines of business, planning and architectural design are used to illustrate how this kind of research design, underpinned by practice theory, can illuminate the 'how' of effective urban development practice.

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Room to manoeuvre¹, room to fight: low income access to land and housing in the shadow of the Rio Olympics

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Neoliberal urban development often entails major conflicts between the requirements of capital and those of local citizens, particularly the low income population. This process is exaggerated in rapidly globalizing cities and even more so in hosting major events such as the football World Cup and the Olympics. Here it seems the political consensus for showcasing the city to the outside world and ensuring timely preparations sweeps all objections aside and dislocates many people from their homes in the process.

During the past decade a number of authors have reflected on the transformation of the mode of state regulation and its impact on production of space in Brazil since the end of the military dictatorship in 1985. Accordingly we can note the shift from a 'roll-back' neo-liberal position in the 1990s to one of a 'roll-out' neo-liberal regime with developmental state tendencies in the 2000s to present (Klink, 2013; Klink and Denaldi, 2015; Rolnik, 2013). In terms of urban equity an initial response may be that in such a regulatory framework there is very little space for progressive action. However, the situation may be rather more complicated than a simple initial reading suggests. Indeed as some of its most ardent critics acknowledge, particularly in their 'roll-out' stage and partly in response to persistent market failures, neo-liberal regimes have provided a remarkable capacity for learning, adaptability and evolution involving a range of local institutional reforms including for example partial inclusion of social

¹ Adapted from Michael Safier, undated.

capital approaches (Brenner and Theodore, 2002). What is important for us here is the contextual specificity and path dependency of the outcomes and also the space for application of politics (particularly in terms of urban governance) and local action that can lead to progressive and path-transforming change (Peck, 2010; Peck and Tickell, 2002).

In the context of Brazil we can note extensive re-regulation of state spatial policies, innovative and participatory governance mechanisms and social programmes and institutional development particularly aimed at ameliorating social inequalities including that of low income housing provision and increasing the social function of land and property. Nevertheless, Denaldi (2013) and Klink and Denaldi (2014) have pointed to the contradictory application of these (housing related) programmes (e.g., Minha Casa, Minha Vida (MCMV)) including lack of sufficient attention to the needs of the lowest income groups in terms of both quantity and quality (particularly isolated and peripheral locations) and lack of sufficient leverage on the real estate markets. Rolnik (2013) also argues that in spite of major social achievements during the past decade or so; the political and economic realities of global integration and the drive for creating public private partnerships with major corporations for funding large scale infrastructure and development projects (including the sport mega events) has reinforced the old elite decision making system and hollowed out the democratic and participatory institutions that were created in the 1990s. Following similar sentiments de Souza (2012) notes the ambivalent nature of Brazil's progressive institutions in that they can also be seen as instruments of social control and governmentality.

These criticisms, however valid, do not negate the potential for positive action at the local level particularly in view of the dynamic political scene that has seemingly received a major boost as a result of the emergence of the urban protest movement since June 2013. From a developmental perspective the art is in identifying the opportunities for progressive action and expand them, however limited they may seem. The question then is how have these changes impacted on informal settlements and what scope do they provide (or not as the case may be) for consolidating low income rights to own, use and exchange their land and property?

Utilising in depth field interviews with a range of stakeholders and secondary analysis from a number case studies including informal communities of Vila Autodromo and Providencia we will be examining the possibilities for progressive institutions and action at the local level particularly for fighting eviction and recognising people's rights to the land that they occupy. We argue that institutional reforms of the past 20 years have indeed created the basis for progressive intervention at the local level. However, structural limitations on implementation of these institutions have made them largely subject to fortune of local political conditions and led to patchy and limited results. Nevertheless, Rio's experience also points to the need for a more pluralist and pragmatic perspective since they have defined a baseline in support of community rights and participation at the local level. Consequently they have facilitated local political and organizational mobilization across a range of progressive change agents that at minimum has allowed legal challenges and at best internationalized the resistance to evictions of major events and created new opportunities for identifying and expanding the action space for progressive intervention in a hostile political environment.

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Mobilizing social housing for urban revalorization: reflections on Rio de Janeiro's downtown area

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The presentation aims to discuss how social housing is being considered as an instrument for urban revalorization of Rio de Janeiro's downtown districts. I understand urban revalorization as a process that combines a set of measures implemented by state actors – generally in partnership with private sector and “quangos” – to encourage real estate market activity of delimited urban spaces that experienced a decline in land values. These measures may include changes in land use legislation, remaking of built environment, construction or renovation of infrastructures, subsidies for investors, symbolic re-signification through marketing strategies and so on.

Like in many other Brazilian metropolises during the second half of the 20th century, the districts in downtown Rio de Janeiro faced expressive processes of depopulation, degradation of the built environment and impoverishment of local inhabitants. In the last two decades national and local authorities launched a plethora of “revitalization” plans, programs and target interventions – generally inspired by international “successful cases” – in quest to promote the interest of private investors in those districts. Meanwhile, it was observed an intensification of “right to the city” social movements struggling for a more inclusive agenda in state interventions for the downtown area. If, historically, social struggles for affordable housing were concentrated in the fringes of Rio de Janeiro metropolis, latterly downtown districts have been accommodating a significant portion of those movements.

It could be argued that those distinct proposes for downtown Rio de Janeiro – one aligned with exchange value of urban land and the other encompassing its use value – would found a compromise through the allocation of public investments in social housing projects for the area. Besides attending the demands of social movements, affordable housing would function as an amend to evictions of low income

residents affected by the rise in rents and others affected by expropriations engendered in the remaking of the built environment. Since the mid-1990s, state actors have been combining efforts to the promotion of social housing in downtown Rio de Janeiro. It's a symbolic gesture considering that the Brazilian housing policies have historically privileged the establishment of the poor in peripheral urban areas. In the last two decades, around 200 housing units were created with the construction of new buildings in vacant lots and also through the rehabilitation of tenements and squatter settlements. Although its insignificant achievement in terms of numbers – considering the enormous housing deficit in Rio de Janeiro metropolis – recent announcements of the construction of thousands of housing units in downtown districts and the elaboration of a social housing plan for the area suggests the recommitment of state actors on attempting new forms of urban development, even if the peripheral pattern is still prevalent.

Through this presentation, we propose a critical reflection on the state engagement in promoting social housing in Rio de Janeiro downtown districts. The research – based on interviews with residents, state representatives and real estate entrepreneurs, documents review and fieldwork – reveals that social housing has been mobilized as an instrument for the urban revalorization process and that the “right to the city” claims from the social movements are not represented in integrity. In the words of state actors, the construction of social housing units and the rehabilitation of squatter settlements are conceived as experiences that would serve businessmen and real estate entrepreneurs to reinvest in the area as those new social housing developments would function as “bright spots”, which would catalyze positive effects for the regeneration of urban fabric. Adding to this, eviction of squatters occupying buildings selected for rehabilitation showed state agents disengaging from Brazilian law concerning housing rights. Violent actions and the use of illegal strategies to pressure the departure of families, combined with the negligible values of eviction indemnities, illustrate part of the state's *modus operandi*.

It is observed that, as a general rule, downtown Rio de Janeiro “revitalization” investments intensify elitist and exclusionary traits of Brazilian urban policy, making the permanence of the poor irreconcilable with land revalorization – which becomes

the mainly objective driving these urban interventions. State action in promoting social housing developments in downtown districts is deliberately not engaged with the current demand for housing from local low income families. The projects are not conceived to meet these people's needs and they don't respect the basic principles of housing rights set by Brazilian legislation. In Rio de Janeiro downtown area case, principles of urban policy that would supposedly compose a redistributive agenda of urban development – repopulation of downtown districts and promotion of social housing – end up being captured by the business-driven logic of space production.

Urban operations and their social impacts: physical upgrading, urban well-being, and the social fabric in the case of Agua Espraiada, São Paulo

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Urban Operations (UO) are defined in the City Statute (complementary law to the Brazilian Constitution) as instruments coordinated by municipal governments which aim at implementing urban redevelopment projects "[...] with the participation of owners, residents, permanent users and private investors in order to achieve structural urban transformations, social improvements and environmental enhancement in a given area [...]" (BRAZIL, 2001). Despite the apparent interest in improving the urban well-being, some authors consider that the use of UOs in Sao Paulo is strongly associated with the global "financialization" of the economy and the consolidation of the so-called corporate cities, which become easy prey to real estate speculation related to mega-projects. Together, these two contemporary aspects constitute important factors in generating a struggle over resources that oppose – as usual - the urban poor to the construction industry and related investors: residents of slums targeted by these projects fight for a more equitable distribution of urban well-being while capital focuses investments in other thematic/geographical areas.

Considering that urban well-being has a significant role in defining residents' quality of life, and that it is a part of the socio-spatial struggles characteristic of capitalist systems, it is necessary to analyze which aspects define this concept. It can be evaluated according to some objective, tangible and external (to the subject) aspects of quality of life, more precisely, the quality of consumption, patterns of social relationships, general living conditions and the context that nourishes household lives. The Observatorio das Metropoles uses an Urban Well-Being Index that congregates

five dimensions: urban mobility; urban environmental conditions; urban living conditions; urban public services; and urban infrastructure, according to their several indicators (as adopted by this study). Other important aspects refer to the maintenance and development of the social fabric - which can be affected by external factors such as the rupture of kinship and friendship relations and by changes in the spatial organization of housing units -, the presence of adequate organizational structures concerning urban and environmental issues, and of public management installed capacities.

Departing from this study's approach to the unequal distribution of urban well-being in OUs, it seems important to reveal and analyze the contradictions between the supposed social and collective motivations, as stated in the projects, and the private and individual results characterizing both this type of intervention and the instruments it resources to. We seek therefore to understand the role of UO in improving the urban well-being of slum dwellers who have been resettled in the very project areas, eliminating the action of locational variables. We propose to evaluate two working hypothesis: first, that UO implementation with residents removal to the very project area does not result in an improvement of the urban well-being of residents; secondly, that resettled residents' opportunities of acquiring adequate access to urban mobility, collective services, infrastructure, open public spaces, housing, social networks and adequate public management are not improved because investments are targeted at other private priorities, such as different population brackets and other ventures inside the UO project area.

The case studied was the UO Agua Espraiada in the Southern/Western Zone of Sao Paulo, which was approved by Municipal Law No. 13.260/2001 and later modified by Municipal Law No. 15.416/2011, covering an area of approximately 1400 ha.

The methodology included quantitative and qualitative techniques, starting with a brief literature review that led to the research problem and the fieldwork design, divided in two steps: a quantitative survey and an in-depth interview. The research universe is composed by all families resettled due to the UO Agua Espraiada in social housing projects (SHP) within the area covered by the urban operation by May 2015. A total of 515 units are distributed in three housing projects in Special Zones of Social

Interest, which in turn are located in three of the six sectors of the UO. The probability sampling sorted one hundred units out of a list of all 515 transferred families to which we applied structured forms in two working days and two weekend days; interviewees were one family member (18 years-old or older), preferably the household head, of each unit. The statistical package used was SPSS 20. The sample size and the conference with the normal curve made statistical inference possible for some of the studied variables. Finally, we conducted a structured interview with a local leadership in order to contextualize and shed some light over the quantitative results.

As results show and according to residents, the first hypothesis was falsified and the second was partially falsified: there was a significant improvement in most aspects related to urban well-being when comparing the conditions in the slums where they lived before and those in the new SHP. According to them, the urban well-being of the resettled families increased significantly regarding the quality of collective services and urban infrastructure, the urban environment, public spaces and community facilities, social mobility and income, and housing quality. The only variable regarding urban well-being that showed a comparative decrease in quality was the mix of social groups as measured by neighbor relationships and ties. Aspects concerning adequate public management were considered non-existent both in the slum situation and in the resettlements. The major contribution of this study seems to be the evidences pointing to quality of life improvement in the SHP, provided that residents are resettled in the same area. On the other hand, there seems to be a clear need for medium and long term ethnographic studies to better understand the impacts of the social fabric disruption.

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The application of performance-based indicators to inform an integrated approach to program and service delivery in concentrated poverty neighborhoods

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Statement of the Problem:

There is a growing sense of urgency to improve policy and programmatic outcomes in urban neighborhoods with persistently-high concentrations of poverty. In the United States, the population in extreme-poverty neighborhoods rose more than twice as fast as suburbs and cities, as a whole, in the last decade after declining in the 1990s. The population in extreme-poverty neighborhoods - where at least 40 percent of individuals live below the poverty line rose by one- third during this period. Poor people in cities remain more than four times as likely to live in concentrated poverty neighborhoods (Kneebone, Nadeau, and Berube, 2011). Studies have found that poor individuals and families are not evenly distributed across communities or throughout the country. Instead, they tend to live near one another, clustering in certain neighborhoods and regions (Kingsley, Coulton, Pettit, 2014). This concentration of poverty results in higher crime rates, underperforming public schools, poor housing and health conditions, as well as limited access to private services and job opportunities. The urgency and complexity of concentrated poverty issues places a burden on community development organizations generally strapped of financial resources and with limited management capacity. The use of transparent and effective performance management techniques can be an important planning and administrative tool for community development organizations involved in the delivery of programs and services to neighborhoods with high concentrations of poverty. The use of well-crafted performance management data can improve the capacity of community development

organizations to administer and target program resources and evaluate both internal and external benefits (Cowan, Kingsley, 2015).

The research focuses on the policy and program delivery of the Miami-Dade Economic Advocacy Trust (MDEAT) to 17 Targeted Urban Areas (TUAs) in Miami-Dade County, Florida. MDEAT's role is to help ensure the equitable participation of Blacks in Miami-Dade County's economic growth through advocacy and monitoring of economic conditions and economic development initiatives. MDEAT, formerly Metro Miami Action Plan (MMAP), was founded shortly after an explosion of civil unrest ravaged Miami-Dade County's inner-city communities in the early 1980s. In its current capacity as a county-government agency, (MDEAT) is responsible for providing quarterly financial reports and submitting to the Board an annual report card on the state of the Black community in Miami-Dade County. MDEAT has oversight for four policy areas within the TUAs: jobs/economic development, housing, education and criminal justice.

Objectives:

The research will build on a growing body of knowledge on how comprehensive and integrated, performance-based indicators can assist community development organizations to build management capacity and improve program and service delivery outcomes in concentrated poverty neighborhoods. The research will expand on the existing baseline analysis performed of the 17 Targeted Neighborhood Areas by the Florida International University Metropolitan Center on behalf of the Miami-Dade Economic Advocacy Trust to 1) develop a comprehensive and integrated set of performance-based indicators that can help improve the planning and management capacity of community development organizations, 2) identify potential gaps in program and service delivery to concentrated poverty neighborhoods, and 3) provide a scorecard mechanism to assist in program evaluation, decision making and budgeting.

Methodology:

The research methodology includes the following elements:

- 1) In collaboration with MDEAT, define the issues and program needs within Miami-Dade County's 17 Targeted urban Areas (TUAs) and how these issues and needs relate to the four policy areas for which MDEAT has oversight;
- 2) Develop a comprehensive and integrated set of neighborhood-based indicators that address the issues, needs and policy priorities of the MDEAT;
- 3) Applying the neighborhood-based indicators, perform a baseline analysis of all 17 TUAs to determine current level of need and potential crossover effects under each policy area, i.e. how economic disparity, high poverty levels and low educational attainment correlate to the high violent and property crime rates;
- 4) Determine potential gaps in program and service delivery;
- 5) Develop an annual scorecard to enable MDEAT to build internal and external performance-based management capacity.

Main results and contribution:

Established community development organizations such as the Miami-Dade Economic Advocacy Trust (MDEAT) in Miami-Dade County, Florida play important roles in both the struggles and the interventions to gain better outcomes for affected disadvantaged communities with persistently-high concentrations of poverty. The research addresses how community development interventions can gain better outcomes for affected disadvantaged communities by more effectively planning and managing program service delivery through the use of performance-based data.

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Urban planning in the context of social conflicts: autonomous initiatives in contemporary Brazil

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The development of alternative projects, utilizing technical language and instruments, has been a resource used by urban social movements in its struggle for the city at least since the 1960's. Through counter proposals, organized groups contest real estate projects and urban interventions that threat poor families of displacement. In the Brazil of the 21st century, social conflicts triggered by urban interventions related to mega sports events, are giving rise to autonomous organizations. From outside of the government, and questioning it's practices, they elaborate alternative proposals.

This paper intends to discuss surveyed cases of autonomous planning practices in the context of social conflicts, in contemporary Brazil, in dialogue with the academic literature on progressive, radical, insurgent and alternative planning experiences in central countries (or the *Global North*)

Community planning arises as a strategy to face real estate and official urban renewal projects, which threatened poor communities of displacement, in context of the civil rights movement in the United States (ANGOTTI, 2008). Also from North America, and as result of community planning experiences, radical planning emerges in association with social transformation claims (FRIEDMANN, 1987). Recently, in the 1990's and 2000's, reflections on insurgent and progressive planning bring to the present such discussions (SANDERCOCK, 1998; MIRAFTAB, 2009; BEARD, 2003). Since the 1970's in Brazil, technical advisory offices have supported urban social movements in the development of social housing projects, to face economic and political powers in their struggle for the right to the city (BONDUKI, 2011; USINA, 2008). Brazil's cities are marked by extreme inequality in the distribution of urban goods and services. The claim of the right to the city must refer not only to authoritarian processes of urban renewal (as emblematic cases in cities of the Global North, for

example), but also to demand profound changes in the social production of the urban space.

The differences in the course of the autonomous planning experiences in Brazil are not only due to its specific historical processes of urban development. The interpretation of the process in which such experiences happen must also consider different political constructions. Notions such as “radical” and “social transformation” have different meanings when compared to insurgent planning experiences narrated from the Global North. In Brazil, radical planning, for example, would be related to a discourse of rupture in relations of power and the distribution of social goods, rarely found in alternative processes of management and planning.

In the neoliberal city of the 21st century, regulated in accordance to standards of corporate governance and focused on the attraction of (especially foreign) investments, there is no place for the poor and the urban conflicts are intensified. Social movements and community organizations seek for strategies and means to resist and challenge such imposed city project. Popular and alternative projects and plans for the urban space emerge as possible instruments to defend their right to housing and to the city; to claim for their right to decide about the future of the urban space, against corporate forces allied to political power.

Can these practices be comprehended as “counter-hegemonic”, “progressive” or even just as “successful”, considering the extremely hostile environment in which they happen? We can point out cases of insurgent community organizations that resist and even change the course of specific urban processes, with results also in the social appropriation of the events. But can the paths to the necessary rupture in relations of power and the distribution of social goods in urban space be seen?

After brief considerations of the Brazilian specificities in face to the academic literature from the Global North on community, radical and insurgent planning, the paper will present analyzes of contemporary cases in Brazil of insurgent, alternative, or autonomous planning experiences, in general associated with urban social conflicts triggered by large urban projects that threaten communities of low income population. This paper will analyze cases in major Brazilian cities: *Vila Autódromo* and *Horto* in Rio de Janeiro; *Vila da Paz* in São Paulo; *Dandara* in Belo Horizonte; *Saramandaia* in

Salvador; and *Comunidades dos Trilhos* in Fortaleza. The following dimensions will be highlighted: who are the “subjects” of the planning processes; how they relate to the technical knowledge; what are their main political strategies; how they interpellate the State; and what are the possible or persecuted results.

The social conflict, as noted, opens space for social creation. Oppressed population arm themselves with an urban plan to confront corporate groups supported by political power. The urban plan is presented as legitimate means of power, recognized by institutions in the scientific or technical field, such as universities and advisory offices presented in the cases. The urban plan is also a resource to strengthen the popular mobilization, oriented to build a collectively produced vision of the city, founded in the defense of social rights.

The plans, though, are directed to the State. They press for negotiation, in extreme unequal conditions of power. The feasibility of alternative projects depends on government investment, and require, in many cases, radical changes: in political alliances with economic agents who historically benefit from public investments; in taxes and urban standards. They frequently question Brazilian *patrimonialistic* tradition, solidly encrusted within the government institutions. In this context, radicalism is imposed as condition. The realization of the autonomous planning and the achievement of social gains depend on the discontinuity, or even rupture of the governance situation. Furthermore, planning decisions made in context of social conflict can be guided by short-term issues that do not necessarily remain and are consolidated over time. This way, both victories as defeats can be ephemeral.

In fact, the conditions for radical (as opposed to the a pragmatic) approach and for social transformation are, in Brazil, very different from those addressed in the Global North literature. This requires not only a critique of the immediate transposition of these categories to Brazil, as well as the production of categories, types and concepts adequate to fit as interpretative keys to the Brazilian reality.

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How do building regulations increase the cost and limit supply of affordable housing? Insights from a case study in Ahmedabad, India

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Much of the discussion on affordable housing in cities of developing countries has focused around the constraints in urban land markets that raise the cost of serviced urban land, making housing unaffordable. It is well known that urban land is being used inefficiently, resulting in the high cost of both urban land and the built space. However, land is only one of the supply-side constraints, and unreasonable building regulations pose absurdly high costs on society by preventing the formal housing market from producing affordable housing that low-income groups can actually afford. The cost of building formal sector housing increases due to building regulations that set standards for formal sector development. Building regulations establish minimum standards such as FAR, building height, setbacks and margins, open spaces, parking, elevators, and other requirements which directly increase the construction cost, and prevent land from being developed intensely by limiting the quantity of habitable floor space that can be built. Building standards directly determine how much it costs to build the cheapest formal sector housing and thus directly influence the quantity of affordable housing that is built within the formal housing market, and the rest is then pushed into the informal housing market. People who cannot access expensive and limited supply of formal sector housing are then forced to find housing in the informal sector which causes proliferation of slums.

Many governments deliberately set high housing standards to discourage rural-to-urban migration, and these have continued to this day and have contributed to the proliferation of slums (De Soto 2000) and have prevented the private sector from

supplying low income housing. Revision of building standards should form one leg of the three-legged stool to remove the supply constraints in affordable housing, along with reforming land development processes and establishing reliable land management systems (Bertaud 2010). Unaffordable standards are only one level of constraints in a complex, multi-layered, transformative process of converting agricultural land to developed housing suitable for urban consumption (Annez et al. 2010, Patel et al. 2009). While research does identify building regulations as a factor that raises the cost of formal sector housing, there is not much empirical evidence to support the same. A National Housing Board of India study found that in 2006 of the 30% of urban dwellers that live in slums, a large portion can actually afford to live in better quality small-sized homes, but there is no supply (Deb et al. 2010). Even with high levels of sustained long-term economic growth in India, millions of urban dwellers will not be able to access a low-income home in the formal sector (Agarwal et al. 2013). In the city of Ahmedabad, 30% residents live in slums, and only 40% can actually afford the existing formal sector housing (Annez et al. 2010) as good quality, small sized, affordably priced, formal sector homes are simply not available.

This paper argues that high building regulations considerably restrict the supply of affordable housing by increasing housing construction costs and by not allowing land to be used intensely. In a detailed case study of a low-income housing project in the city of Ahmedabad in India, we demonstrate how low-income housing built in accordance with prevalent building standards is too expensive. We find that a myriad of unreasonable standards when applied together prevent developers from consuming the FSI/FAR permissible on site. We explore how much does it cost to produce a minimum cost, formal sector, low income housing unit, how do regulations constrain the cost and supply of low-income housing, and to what extent, and how can we relax regulations in order to reduce the cost and increase supply of low-income housing. We develop two comparable layouts for the same site – one in accordance with building regulations and another that allowed for the modification or relaxation of a few key building regulations that were having an adverse impact on the quantity and cost of legally-built affordable housing. We illustrate that by relaxing just a few key regulations it is possible to reduce the cost of the cheapest formal sector housing by

34%, and increase supply by 75%. We stress the need to expand the understanding about the role that building regulations play in making low-income housing unaffordable, and recommend that cities in developing countries need to critically review their building regulations for the effect they have on the cost and supply of affordable housing.

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Rehabilitation of informal housing: the economic and financial sustainability perspective

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There are traditionally many disadvantaged and vulnerable families that live in under comfort-housing conditions in city centres. This communication presents the goals, methodology, outcomes and conclusions of a technical, economic and financial study that assesses how to provide better dwelling conditions to this people through urban rehabilitation operations, assuring their stay in the places they traditionally inhabit. The current consultancy study – delivered to Porto town council (Portugal) – is applied, as a case study, to a set of “islands”¹ located in the urban rehabilitation area of Santos Pousada in Porto city.

The economic and financial feasibility study herein presented shows that, within the Portuguese and Porto currently enforced urban rehabilitation and planning legislation, the application of the financial tool “Rehabilitation to rent – affordable housing”² - recently passed - turns possible the rehabilitation of these “islands” in a social-oriented way. This rehabilitation intervention should be mastered by the municipal powers, namely in what concerns the provision of management services, and the facilitation of trade-offs among the involved stakeholders. Besides assuring the required social cohesion and all citizens’ equal treatment, it is also sustainable from an economic and financial standpoint, what is more and more relevant within the current financial-crisis framework.

The methodology is pursued through the following steps: (a) quantitative local data collection and population surveys (b) proposal of a physical intervention in

¹ The “islands” are typical informal dwellings in Porto city, and consist in ranks of short houses that were built from the beginning of the 19th century to lodge workmen that successively arrived to the city. These are mainly privately owned or rented dwellings, but some are owned by public or private organs.

² This financial tool is called “Reabilitar para Arrendar – Habitação Acessível” in Portuguese language.

dwelling rehabilitation providing resident families with a warranted surface between 50 and 60 square meters⁵, and assuring as far as possible that most families remain in the “islands” where they currently live; (c) identification, according to this proposal, of the number of new dwellings that will become unoccupied and, therefore, integrate a “dwelling repository” to manage in order to somehow cover at least part of the rehabilitation costs; (d) assessment of the intervention costs, according to dwellings’ keeping condition; (e) assessment of the financial burden to be supported by dwelling owners according to the financial tool recently enforced and aimed at the rehabilitation of private dwellings “Reabilitar para Arrendar”; (f) assessment of the rents according to the enforced legislation, and (g) comparison between cost burdens and incomes, keeping in the “island” the deprived families that traditionally live there, and selling or renting the new dwellings that belong to the “dwelling repository”.

As far as the “islands” located in the urban rehabilitation area of Santos Pousada are concerned, the main outcomes of this work – considering the total gross surface of each “island” is kept - point out the proposal to demolish 5 ruined dwellings, and to reconvert the initial 257 dwellings – currently inhabited by 159 families - into 173 new dwellings, thus resulting 23 unoccupied new dwellings. These circumstances require the ultimate rehousing of 9 families.

The computations performed point out a demolition cost of 538 euros, an average rehabilitation cost of 17.342 euros per dwelling, and a total rehabilitation cost for all the “islands” located in this urban rehabilitation area of 2 416 835 euros.

It was then computed the value of the loan resulting from the operational intervention proposed for each “island” – considering the intervention costs previously computed – using the financial tool already referred to. Rehousing costs add to these burdens, considering they amount to about 200 euros per family, supposing the city council have enough social housing units at its disposal. It was further considered a possible curtailment of about 10% of the intervention costs in the linkage to infrastructure networks (electricity, water, sanitation and gas), architecture projects and municipal fees’ exemption.

⁵ The average surface of an “island” dwelling is currently around 35 square meters.

The average burden per dwelling amounts to 32 117 euros, and the average burden per “island” to about 248 thousand euros. The net present value of these global costs to be supported by dwellings’ public or private owners was computed considering a present rate of 4,5% per annum, and the payment of the interest liabilities at the end of each year, with the redemption of the whole loaned capital (90%) at the end of the 15th year, paying the 10% of own capital at the beginning of the intervention.

The same present rate was used in the computation of the net present value of rents, considering the rent flows take place at the end of each year during the loan period (fifteen years). The average provisional rent per dwelling – according to the urban rent law, the real estate municipal tax code, and the statements of the financial tool “Reabilitar para arrendar” – amounts to about 250 euros, what means an average value of 1 924 euros per “island” and a total amount of 42 337 euros resulting from the whole rehabilitation intervention.

The sale of the new 23 available dwellings, by its turn, would amount to 2.512.335 euros, what turns the rehabilitation intervention in all the “islands” of this urban rehabilitation area sustainable from an economic and financial perspective as its total costs amount to 2 416 835 euros. This scenario assumes that the available dwellings will have housing uses, but should they be used for trade or services uses, the income value should increase substantially.

This study stresses how urban rehabilitation interventions can strongly encourage and support an honourable social cohesion and integration – namely on housing quality and comfort grounds – in order to settle an alternative to the traditional trust in welfare state that should shoulder all the social needs, but that faces increasing financial difficulties that hamper the achievement of its social function.

It clearly shows that the sketch of proper financial instruments turns rehabilitation interventions sustainable from an economic and financial perspective, thus strengthening their social impact. And it supports the achievement of the most important goal of this kind of intervention: to provide deprived families better housing conditions, still assuring their social inclusion in the centre of cities, where they have always traditionally lived.

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The practice of housing movements in production of São Paulo city area: limits and action potential

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Keywords: housing policy; housing movements; history of production of urban space; ways of life and subjectivities; institutionalization and autonomy.

The essay discusses the hypothesis that social movements have an active role in the production of Public Housing Policy, reflected in the creation and production of city space. The essay traces the current view that the housing movements have the directions of Housing Policy, detailing aspects of the dialogue held by the State between actors that interfere with the process of production and reproduction of urban space, discussing the main addressed discursive matrices on the subject and key identity elements, mentioned by interviewees, besides the phenomenon of the structure observed under a phenomenological approach. Will be exposed to empirical research results, built in a phenomenological approach, by discussing the daily practices of appropriation of spaces made up of its members and the experience of current experiences of selected subjects that are part of four housing movement: MNLM - National Movement Fight for Housing, UNMP - National Union of Popular Housing, FLM - Front of Struggle for Housing and MTST - Movement of Homeless Workers. Interviewed Twenty subjects and testimonials discriminated themes, grouped into units of meaning, which pointed out the major similarities, differences and the general structure of the phenomenon, and two of these axes will be summarized in the article, trying to articulate the general processes in which public policies They were experienced by interviewees and the historical and current definition of the role of housing movement in Sao Paulo. One of the recurring approaches that observed in analyzes of the housing movement involves the idea of a retreat "movimentista practice" which institutionalizes and reveals a possible collapse signal and end. The

essay attempts to resize this positioning, emphasizing the contradictions, linearity and discrepancies in the actions and practices of social movements analyzed, which represented a key player in the establishment of the Housing Policy in São Paulo, in recent decades, despite the growing fragility and capacity Induction Housing Policy. To do this, assumes that the housing movement has a performance that exceeds made possible specific projects at three levels: (i.) Directly in the struggle with the State, through modification, rearrangement and creation of housing programs (re) define the Housing Policy; (ii.) Indirectly in contention for the urban areas, the redefinition of the Housing Policy directs the production of space in mediation by the State in between the various actors who interfere in the production and reproduction of urban space process; (iii.) On a daily basis, as the constructed projects set new ownership practices of urban space within the housing, building new centers and points to new forms of daily life for those involved and the city itself. Under this bias, the test reconstructs the current view that the housing movements have their historical and training, linking with the role and growing current weakening assume that the induction of Housing Policy. To discuss the case, the test is descriptive, showing the structure of the observed phenomenon, and is organized in three sessions, as well as a general introduction of the arguments summarized here. Session 1 (The general dynamics of housing policy and housing movement) circumstances the phenomenon observed and revisits the main arguments of literature on the subject, in addition to general questions for understanding the dialogue between housing policy and the production of space in the city from Sao Paulo. The remaining aspects of the (re) emergence of housing movements, establishes itself a crisis of the concept of social movements, which, in the view of the literature on the subject, would remain only one element that adds the movements, direct action, with the consequent deviation to the national political system changes today with the reorganization of the party structures and electoral disputes. Included in this reordering of the paper itself, the housing movements take on new meaning and build various practices from those observed in the previous period, which is dealt with in section 2 (Between the conquest of housing and the creation of public policies). This session focuses on practices for the creation, maintenance and overhaul of housing supply programs of social interest, evidenced by the subjects. The session

will highlight the tension that is expressed daily in established policy and its results in the production of space in São Paulo, regarding the practice of housing movements. Such tension is revealed between the understanding of politics as an expression of the possibility of equality between subjects in the public domain (Arendt) and practice (policy) actors in different positions and detention of several powers in inducing policy. Current practices ensure the continuity of tension in sustainable limits, so that the housing movements It is accentuated as political support element, though, anachronistically, the possible initiatives that would allow a reordering of the role of housing movements are increasingly suppressed with increasing inhibition agendas such as urban reform, the creation of a National System of Housing and the disclosure of a "state policy" with social control. Session 3 (Movement Party) presents the main topics discussed by interviewees, about the general conditions for the provision of housing policy, its articulation with the role of parties and results in specific programs. The rotation observed in the role of leadership of the housing movements, now positioning itself as articulating element of claims, sometimes as a partner element in the creation of public policies, it becomes more critical in the current circumstances, due to the accentuation of pragmatic identity, even instrumentalizing over the relationship established with the State arising from the partisan linkage of the participants of housing movements. Permeated by such practices, there are actions the housing movements that rescue the ideas of self-management and by establishing practices that cause tension to the (de) centralization of power, encouraging democratizing practices that ultimately try to promote actions to bring the political capacity of the actors define his life and actions.

Rented accommodation in Greece: shortcomings and challenges in view of the recent acute economic crisis

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In contrast to other European countries with a developed social welfare system, households in Greece have generally tended to achieve access to proper housing based in their own savings rather than through statutory support. The economic uncertainty and political instability of the country's recent history has been reflected on its relatively high percentages of home-ownership of nearly 75% of the total housing stock. The recurrent threat of losing one's home has traditionally led Greeks to secure a dwelling of their own regardless of its size, age or status, the most important qualification being full ownership. In other words, a home had to be entirely eviction-resistant, functioning as a symbol of mistrust addressed to the country's administrations since the establishment of the modern Greek state in 1830.

As a result the private rental sector has not been traditionally developed in Greece not being supported by statutory policies that aimed to induce Greeks into home ownership. Undoubtedly, a generous share of the strong urbanization trends of the post WWII period has given rise to the private housing construction sector that boosted the housing stock of large urban centers mainly through self-housing and the system called 'antiparohi' in which small scale developers cooperated with small property owners to develop urban land.

According to the latest available statistics on the share of the rental sector per region in Greece, the percentage of private renting accommodation in Athens was 29%, in Piraeus 25% and in Thessaloniki 23% in 2001. At the same time the country's average was 20% while in rural areas, as in the region of Evrytania, the percentage of the rental sector was as low as 6%. Similarly, it is noted that rented accommodation in

the largest conurbation of Athens varies significantly ranging from 20% to 58%, not necessarily being positively relevant to discrepancies in household income.

On the other hand, and with reference to housing support, it is important to note that unlike almost all other European countries no socially supported renting sector ever existed in Greece. Indeed, social housing, mostly in the form of ready-made dwellings distributed to its beneficiaries through a lottery system or housing loans in favorable terms, has always been minimal in output. The Workers' Housing Association (OEK), which has been the main responsible body on the field, also provided rent subsidy to a number of beneficiaries who rented their dwellings in the private sector, yet its housing program stopped in the beginning of 2012 when the organization ceased to operate.

Furthermore, the recent economic crisis has been reflected on the country's growing percentage of unemployment and poverty forcing a sizeable number of households in despair due to the threat of eviction from their primary residences. Among the EU Member States, Greece had the highest overall unemployment rate in 2013 (27.8%) which although dropping was still high (26.1%) in July 2014. Total household income in Greece dropped by 1/3 between 2007 and 2012, with average losses of some 4,400€ per person. In 2012, 23.1 % of the country's population was classified as being at-risk-of-poverty, Greece ranking in the worst position among the EU member States. That has a severe impact in most cases, as long as the threat of eviction is related to job losses and generally to levels of unemployment and poverty.

As statistics in Greece become particularly alarming it is essential to assess the impact of the current economic crisis on vital aspects of the quality of life such as access to proper housing. Indeed at European level the increased unemployment rates and the loss of available income due to the crisis have been forcing a growing number of households in despair as it has already become evident in countries like Spain several years earlier. Similarly and referring to Greece, a country that has been tormented by the economic crisis since 2009, the analysis of the phenomenon of loss of homes has been particularly interesting as it focused on a crucial field on which practically no research has been conducted in the past.

This had been made possible by the research requested by the European Commission for all 28 European member states in 2014. The present paper incorporates several crucial findings of this research pertaining to the rental sector in Greece. The overall impression has been that despite the loss of jobs and the loss of income due to the austerity measures imposed, the incidence of evictions of households from primary residences has not been so intense mainly due to the moratorium that protected debtors with mortgage arrears in as much as owner occupied homes were concerned. On the other hand, research on evictions from rented accommodation yielded a very interesting fluctuating result as the phenomenon escalated during the years 2010-12 only to drop considerably in 2013 despite the continuing aggravation of the economic crisis. Thus it appears that the phenomenon of evictions from rented primary residences in Greece is a very important issue that needs particular attention by policymakers at different levels. As current trends become increasingly distressing, it is essential that the Greek state, whether central or local, undertakes a more active supportive role on protecting people against the loss of home as on the whole the situation seems to become worse.

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Disadvantaged women's satisfaction with mass housing projects that are developed in the context of squatter housing regeneration: the case of Ankara, Turkey

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Since the endorsement of the “cities without slums” action plan at the UN Millennium Summit in September 2000, the pace of slum demolition increased starkly in many parts of the developing world. Ankara is one of these cities with a declining squatter housing population. Keles (1993) states that, in the year 1990, approximately 58% of the city's population (1.74 of 3 million residents) was living in an informal or squatter housing, known as *gecekondu* (a Turkish expression for houses erected illegally in one night usually on public land). Although scholars like Karpas (1976: 24) describe *gecekondus* as “a source of poverty, rundown housing, crowded construction of lower-class people, high rate of crime and divorce, violence, (...), racial discrimination, (...), and later, urban guerrillas,” others like Duyar-Kienast (2005) discuss the positive attributes of these areas, including the strong sense of community, low-rise buildings with gardens, and the liveliness of public open spaces. According to a recent report published by the Republic of Turkey Ministry of Internal Affairs (2013), by the year 2013, the number of people living in such settlements in Ankara decreased to approximately 7%. The Mass Housing Development Administration of Turkey's Prime Ministry (TOKI), which is tasked with the mission of alleviating the country's housing shortage and transforming the informal housing areas, play a key role in this transformation.

In squatter housing regeneration projects, TOKI uses a property-led regeneration model. This entails the demolition of squatter houses and replacing them with mass high-rise apartments, which are usually constructed on the same site and at a higher density (Karaman, 2013). These mass housing units are then made

available to displaced residents for purchase via mortgage loans and to the public at market prizes. Therefore, although the former president of TOKI claimed that TOKI's mass housing projects are "public housing" (Bayraktar, 2011), and although there may be many similarities between these developments and some public housing projects regarding their physical attributes, Karaman (2013: 723) states that "TOKI's mass-housing projects do not qualify as public housing, as they are homeownership programs."

A typical TOKI mass housing project includes high-rise apartments that look alike. The apartment buildings are designed merely for residential purposes. They are clustered around small playgrounds or parking lots, and are surrounded with passive green areas. In typical TOKI projects that are developed in the context of squatter housing regeneration, there are no sports facilities or commercial places. Automobile usage is promoted. Streets are usually empty. In Ankara case, while some of these mass housing developments are located inside the heart of the city, some others are located in the urban periphery, away from jobs and urban amenities.

Although there is a growing literature discussing the residential satisfaction of people living in mass housing (e.g., Kellekci and Berkoz, 2006; Berkoz et al., 2009; Herfert et al., 2013), little is known about disadvantaged women's satisfaction with these areas, especially with mass housing developments that are located in inner-city neighborhoods. This research aims to understand the predictors of women's satisfaction with mass housing projects that are developed in the context of squatter housing regeneration. More specifically, the paper asks whether and to what extent does moving to mass housing affect women's satisfaction with their home and neighborhood, and how does moving from a squatter settlement affect women's relationship with mass housing developments?

Data is drawn from an on-going research project in Ankara. Research participants are selected from two inner-city mass housing developments that were built in the context of squatter housing regeneration. Next, from the selected sites, women with ages ranging from 25 to 55 years participated in a residential satisfaction questionnaire (n=59) and a group interview activity (n=18). While some of the participants moved to TOKI units from the destroyed squatter settlements (31%), some

others moved from more affluent areas. The average family household income of the participants ranged between \$590–885. This amount is way below the country's poverty level for a family with two children, which was approximately \$1500 in 2015 (TURK-IS Haber Bulteni, 2015). In the questionnaires, the authors investigated women's satisfaction with their past and current home, as well as with their past and current neighborhood. Women were also asked questions to understand their attachment with past/current home and neighborhood, since place attachment and place satisfaction are highly related constructs (Amerigo and Aragonés, 1990; Fleury-Bahi *et al.*, 2008). The author measured the predictors of residential satisfaction among women by using ordinal regression analysis.

The results show that the specific features of the dwelling and neighborhood that were critical in predicting women's residential satisfaction with mass housing include: size of the apartment, cost of the house, construction quality, indoor brightness, familiarity with the neighborhood, proximity to the children's school, presence of trusted neighbors, safety actions provided by the authorities, and municipal services. In general, women's satisfaction with the neighborhood significantly decreased after their resettlement; no change occurred at the dwelling level. While women's satisfaction with two of the ten features of the dwelling increased significantly, their satisfaction with a large number of neighborhood features (including proximity, quality and quantity of shopping, cultural and recreational places, and strength of social ties) decreased significantly after they moved to TOKI. Group interview results support these findings. Many women emphasized that they are dissatisfied especially with the safety of the neighborhood, lack of shopping and recreational places, sense of community, construction quality of the houses and the services provided by the apartment managers. Furthermore, both survey and group interview results revealed that while satisfaction with home increase among women who moved from the squatter settlements, no change occurred among those women's satisfaction with the neighborhood. These findings indicate that TOKI's mass housing program is unable to regenerate the social fabric of the neighborhood. Instead, evidence shows that TOKI developments promote alienation and a sedentary lifestyle. These findings will assist planners and designers to create better places for women to live.

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The impact of the possession relation caused by the socialist transformation of private house properties on the streets interface in the old town of Shanghai

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Keywords : socialist transformation of private house properties, possession relation, streets interface

Socialist transformation of private house properties is an important part of socialist transformation of China. From 1950 to the present, the private housing of Shanghai experienced a complex historical process, which mainly consists of the following three stages: the protection of the private housing from the early new China to the early 1960s, public-private partnerships of rental private housing, commissioned rental housing. During this period, the private housing ownership of Shanghai had occurred complex and profound changes: the original owners gradually lost their ownership of the private housing. All of these houses were redistributed to the other people except the original owners under the socialist redistribution system. At the same time, the government charge a little for them. Because of this, the old town of Shanghai exists a lot of public housing now. With the socialist transformation of private housing, these houses are actually in a possession relationship with the residents who live in. Based on the possession relation, the residents cultivated a series of possess behaviors. Taking possession as the starting point, the study explore how the interaction between people and housing like this impacts the streets interface, thereby providing new ideas and methods for the future renovation of the old town streets interface.

This study chooses Huangpu District in Shanghai as research object and mainly conducts fieldwork and comparative analysis. Firstly, the preliminary fieldwork,

including site investigation, questionnaire investigation and interview, was conducting in the selected areas. Based on the results of preliminary fieldwork, the correspondence between residents who possess the houses and the streets interface could be obtained. Secondly, the correspondence was divided into different types and the fieldwork was conducting one more time, which focused on the impacts of the possess behaviors on the streets interface.

This study found that under the possession residents could possess but could not legally own private housing. As the owner of property rights, the collective is difficult to undertake responsibility for urban refined management.. Meanwhile, residents don't have clear individual ownership and have welfare dependency. These result in the fragmentation of the streets interface in the old town of Shanghai.

In the traditional communities, the streets interface, as the transformation of the outdoor and indoor activities, is closely related to people's life. Streets interface both define the boundary of the building and form the epidermis of street Space. Meanwhile, the streets interface belongs to residents, but also to all residents of the community to enjoy the physical space environment. In addition, the streets space plays a functional role, but also creates a whole community street life atmosphere. In the possession relation, this study pays more attention to the interaction between people and space, which helps to better handle factors restricting its propulsion in the process of urban renewal and is beneficial to understand how to rich the diversity of the city from the new perspective and change "clone" phenomenon of the urban interface.

Facing the consequences of residential segregation: the impact of neighbourhood effects on the economic mobility of the inhabitants of three favelas in Salvador

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The paper analyses the neighbourhood effects on the economic mobility of the inhabitants of three segregated communities of Salvador (Brazil), in other words the socio-economic advantages and disadvantages affecting the lives of poor people due to their embeddedness in specific socio-residential contexts. Wilson (1987) concentrated on the structural dimensions of negative externalities in order to explain neighbourhood-level variations in a field of different phenomena (delinquency, violence, access to the labour market and education) in spatial isolated and socially homogeneous ghettos. Kaztman & Filgueira (2006), however, argue that the contiguity between residents of poor neighbourhoods and higher-class condominio-dwellers provides structures of opportunities. Based on a set of interviews, investigating the variability of interpersonal networks and their activation in the struggle for economic inclusion, the study confirms that the proximity of Nordeste de Amaralina to middle-/upper-class communities affects positively the access to labour opportunities. Nevertheless, residential stigmatization as well as structures of social segmentation annihilate these potentials. The lack of exposition to individuals and groups extrapolating from the favela's social, educational and cultural context restricts the structures of opportunities to local level. Therefore, residents' interpersonal networks reveal a high degree of redundancy and localism, based on "bonding ties" (Briggs 2001) connecting family and neighbourhood members. The resilience of segregational structures in Plataforma contributes to the naturalization of social distance patterns. It's embeddedness in a socially homogeneous residential area (Subúrbio Ferroviário),

growing informally and beyond official urban politics, encourages the construction of “isotopic” patterns of sociability, sharing the same values, social references, perspectives and behaviour models. Whereas it’s spatial isolation correlates with the scarcity of economic opportunities, the social heterogeneity of Fazenda Grande II interviewees and the socialising effects of public institutions mitigate the negative repercussions of segregation. The networks’ composition admits a higher degree of heterofilia and greater proportion of “bridging ties” (Briggs 2001) accounting for the access to broader information actives and facilitating economic mobility. The variability observed within the three different scenarios urges to reflect about the responsibility of urban politics when it comes to the prevention or consolidation of the social segregation process in Salvador. Instead of promoting the local development of the favela Plataforma, public housing programs prioritize technocratic habitational solutions without providing the residents’ socio-economic integration. The impact of negative externalities related to the homogeneously poor neighbourhood is potencialized in peripheral areas, turning its’ inhabitants socially invisible, thus being isolated from other social groups. The example of Nordeste de Amaralina portrays the failing interest of urban politics to bridge the social distances structuring the brazilian society’s rigid stratification model, founded on mecanismos of segmentation (unequal access to labour market and education system, public transport, social security and law protection) and generating permanent conflicts between the two socioeconomically distant groups living in geographic contiguity. Finally, in the case of Fazenda Grande II, the public investments in both housing projects and complementary infrastructure (e.g. schools, hospitals, community center, police stations, recreation areas) contributes to the residents’ socio-economic inclusion.

Collaborative planning partnerships for affordable housing: rights, needs and interests

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In recent years, collaborative planning has become dominant in both planning theory and practice, attracting both strong proponents (Healey, 1997; Forester, 1999; Innes and Booher, 2010) and excoriating critics (Sanders, 1997; Rydin, 2007; Allmendinger and Haughton, 2012). Case studies of collaborative planning, whether laudatory, critical, or somewhere in between, have tended to focus on neighbourhood planning, metropolitan strategy formulation, and environmental management (McCann, 2001; Margerum, 2002; Hopkins, 2010; Legacy, 2012)

This paper takes a comparative approach to describing and analysing collaborative partnerships for affordable housing in four cities of the developed world. In Portland, US and Vancouver, Canada, affordable housing partnerships have grown out of a relatively consensual tradition of metropolitan governance, while in Melbourne, Australia, and Toronto, Canada, affordable housing partnerships have found it somewhat more difficult to establish themselves in a highly fragmented and politicized local governance context. In all of these cities, affordable housing partnerships are attempting to improve policies and practices, towards both more and better housing for low and moderate income households.

The paper is based on total of 30 interviews in these four cities, with a parallel set of affordable housing actors: housing officers in local, metropolitan and/or state/provincial government; private developers or development peak bodies taking a lead role in affordable housing advocacy; community housing leaders with a similar role; and social investors working on affordable housing financing. The interviews focused on how these actors worked in partnerships and their perceived advantages, but definitional questions were also asked to ascertain sometimes conflicting world views.

The interview question that received the most intriguing, complex and passionate answers was whether the organization or individual used the 'right to housing' in their work on improving affordable housing outcomes, and if so, how they used that concept. Only a small minority of the 30 respondents gave an unqualified 'yes' to whether they incorporated the right to housing in their work developing affordable housing, or creating policy promoting affordable housing. The other respondents focused on economic costs and benefits of providing housing to low income people, or began to question whether there is, indeed, a right to shelter. The paper uses the responses to the question on the 'right to housing' as a starting point to investigate differing discourses, processes and outcomes of affordable housing deliberative partnerships. Fraser's (1989) framework of 'rights talk', 'needs talk' and 'interests talk' provides the theoretical basis of questioning whether agonistic planning is really preferable to the 'post-politics' of collaborative planning in providing affordable housing solutions.

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The breakdown of community: an examination of the social effects of low-income housing developments in Johannesburg and Cape Town

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Problem

Although the South African government has delivered millions of subsidized houses, several challenges remain in order to more fully integrate low-income residents into the mainstream of urban life. Many new arrivals to housing developments in South Africa come from informal settlements, where they have developed social capital, networks of trust, and livelihoods. A great concern with slum clearance and relocation projects is that new housing developments disrupt the pre-existing sense of community, which is crucial for quality of life.

Objectives

My research examines the ways in which low-income housing approaches, specifically the government subsidized housing programs in South Africa – the Reconstruction and Development Programme (RDP) and People’s Housing Process (PHP) – influence residents’ sense of community. This paper focuses on the lived experiences of low-income residents, which are indeed linked to housing and the built environment. I will examine residents’ sense of community in the RDP section of Cosmo City and Diepsloot (sites in northern Johannesburg), the PHP housing in Freedom Park (in Mitchell’s Plain, a western township in Cape Town), and apartment walk-ups in Springfield Terrace close to the Cape Town central business district. Three of these housing sites are located along the urban fringe (with the exception of Springfield Terrace), estranged from social services and job opportunities.

Methods

Sense of community refers to an individual's feeling of belonging to a group with a shared connection and attachment to place, as indicated in social trust, community participation, neighborliness, and emotional connections to place (McMillan and Chavis, 1986). This paper asks: What factors have contributed to the breakdown in sense of community within housing developments in Johannesburg and Cape Town? This question is important because it examines the interdependence of housing and residents' sense of community – an understudied issue in urban planning literature. I draw upon qualitative and quantitative evidence to support my view that there has been a breakdown in the sense of community as a result of relocation to new housing developments. My primary data includes: 190 household surveys, 71 resident interviews, and 11 focus group community mapping sessions. I conducted these data collection activities in June 2013, January 2015, and May 2015.

Background

Cosmo City is a mixed-income development that incorporates three housing typologies: RDPs, social housing rentals, and market rate houses. The 1970 ideas for Cosmo City were formed under an apartheid spatial vision to create a township of the north (NOWETO) (Murray, 2011; Haferburg, 2013). Diepsloot also makes up NOWETO as a post-apartheid relocation site for informal settlement residents displaced from settlements such as Alexandra and Zevenfontein. The history of Freedom Park dates back to 1998 when a group of informal settlers constructed their own shacks on vacant land that had been zoned for a school that was never built. The Legal Resource Centre (LRC), Development Action Group (DAG), and the Mellon Housing Initiative have been active in the site to represent the residents and provide legal representation against eviction. Constructed in 1998, Springfield Terrace is an inner city, infill housing development promoting more compact housing to middle to low-income residents. Springfield Terrace was an urban experiment seeking to overturn the idea that low-cost accommodation needed to be constructed along the urban fringe in South African cities.

Findings

The findings reveal that residents are proud of their housing and rely on neighbors to watch their houses when they are away or alert them of crime in the area.

The majority of residents surveyed in Cosmo City, Diepsloot, and Freedom Park feel unsafe walking at night or allowing their children to play outside. Springfield Terrace residents indicated that they enjoy the close proximity to the CBD to access jobs and amenities. The findings indicate that government programs to re-house low-income residents do so with little attention to the pre-existing social fabric. Residents reported feeling uprooted when arriving to their new housing because they no longer live near their former neighbors. The necessity of feeling safe has significant implications for the longevity of a housing development. Furthermore, the estrangement from the city center results in limited access to employment opportunities. As a result, residents have devised numerous adaptive strategies such as renting out backyard shacks attached to their RDP houses and operating informal businesses from their homes.

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Skedsmo as municipal test pilot – Norwegian experiments in strategic spatial planning

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"A test pilot is an aviator who flies new and modified aircraft in specific maneuvers, known as flight test techniques or FTTs, allowing the results to be measured and the design to be evaluated." (Wikipedia, Test Pilot)

In 2008 the Norwegian Parliament adopted a new Planning and Building Act. A few years after its implementation, the Ministry of Local Government and Modernisation commissioned an evaluation of the act's planning section, in compliance with established management routines. The task was conveyed by The Research Council of Norway, and formulated as a research based evaluation. Through this research project, which the authors of this paper are involved in, the efficiency of the new planning system will be investigated by analyzing its basic parts. However, in real life it is the planner, not the researcher, who sees to it that all issues and questions are taken into consideration. The act's emphasis on comprehensiveness requires a methodology that allows the consistency of practical planning to be measured. The aim of this paper is to discuss to what extent the new and modified system allows planning to be carried out in a consistent way.

The municipality of Skedsmo, bordering the capital city of Oslo, was one of the first to test the tools of the new and modified planning legislation. The processes the municipality were engaged in at the time when the act was adopted makes it

particularly relevant. The problem of consistency will be investigated by analysing ongoing territorial processes, the planning tools offered to handle them, and the strategic maneuvering in the face of changing circumstances.

Territorial restructuring processes in Skedsmo

The inauguration of the new national airport in 1998 triggered a series of processes that represent the main drivers for planning to deal with. When a new train tunnel was opened, one year later, Lillestrøm (Skedsmo's municipal centre) was connect to the inter-city system, with a mere 8 minutes travel to Oslo Central Station, and hosting the only stop of the airport high speed shuttle. In the middle of these national investments everything seemed set for "planning by the book": development of a new knowledge economy, transition to low emission society, and compact city development around a transport node. However, old structural conditions put constraints on the land use, representing considerable strategic challenges. Strømmen, a nearby former administrative centre, with a strong local identity and a thriving commercial development finds itself out of place, bypassed by the fast-rail transportsystem. The Kjeller area manifests a footprint from the Cold War, with its isolated military/nuclear research centres and the persistency of the old military airport. Third, the transition from rubber to rails meets strong resistance by the fast-growing suburban area of Skedsmokorset, where a third of the population lives, along a car based transport corridor connected to Oslo. This situation makes the case of Skedsmo particularly suited for assessing how the modernisation of planning in the Norwegian model addresses these challenges.

A new and modified planning legislation

A universal problem in urban planning is the gap between comprehensive land use planning at the municipal level and the project-based planning processes. Municipalities in the Nordic countries are large in area, and may comprise several urban cores, and suburban and rural areas. The 2008 Planning & Building Act supplied the municipal planner's tool box with two distinctive instruments for planning at the intermediate level: The *Kommunedelplan* (§11-1) and the *Områdereguleringsplan* (§12-2). The first alternative is linked to the comprehensive planning tradition, in practice it will be worked out as a de-scaling of the overall local politician-led planning

to respond to the challenges of a structural unit, or a distinct urban, suburban, industrial, recreational or rural sub-area. The second type addresses the same types of area, but is linked to the classical physical land use planning tradition, and can be characterized as an augmentation of the detailed physical/technical plan, also legally binding. The area regulation tool was introduced in the 2008 Act, and our ambition is to observe how this type of planning is carried out in a municipality, as a strategic tool to fill the gap between comprehensive land use control and the initiatives on the ground.

Specific maneuvers

The municipal authorities have embarked on a two-sided strategy: to perform its proper role within the capital region's transportation and housing infrastructure needs, but at the same time to develop jobs and institutions within the municipality, and to make the municipal centre, Lillestrøm (pop. 20.000) , into "City nr 2" in the capital region. Now the problem for Skedsmo is that its settlement structure does not conform to the "one center"-ambitions. Lillestrøm has today less than 40% of the municipality's total population, and is also physically confined by a river on the West side with a neighboring municipality (Rælingen) and an airport area on the Northern side. Only a thorough high-rise strategy could fulfill the ambitions of establishing Lillestrøm as "city nr. 2", and this alternative has its political expenditures as well, as the majority of voters live outside the city centre. Thus, to work out a counter-strategy to the residential-area-only option, the municipal leadership has decided to use the new planning tool of Area Regulation Planning. In addition to the city centre, it has identified 8 localities to be planned according to the municipality's overall strategy. At the same time, Skedsmo is engaging in a regional level transportation planning, taking place at different levels, which in the given situation means finding solutions that may turn the commuting directions, or at least balance them.

At this stage, a first round of document analysis and interviews with municipal planners and politicians has been carried out (autumn 2015). We find the analysis of Skedsmo interesting for several reasons: First, the municipality's predicament is of generic interest: Outside the capital and metropolitans centers, smaller cities and municipalities strive to become attractive. Second, the use of a new planning tool in

this respect will be well worth studying – in the interface between traditional land-use planning and the strategic planning traditions. Third, we find the interdisciplinary approach stimulating and well suited to the analysis of a local political system, a local planning culture, Skedsmos's professional and political linkages to a wider regional dynamic, and at the same time the attempts at mobilizing sub-municipal energies. However, the project that Skedsmo has embarked on will also have its challenges and pitfalls, and in the paper presentation will offer a more complete analysis of the ongoing process.

Where do they belong? Achieving spatial justice for street vendors in Nigerian cities

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Keywords: Street Vending, Spatial Justice, Informality, Public Spaces

Little or no recognition is accorded street vending by the authorities in African cities. Yet, street vending is a dominant feature of the urban environment in these countries. It is an important economic activity that is a source of sustenance for a significant percentage of urban dwellers. In Nairobi for instance, 50% of the working population are engaged in the informal sector and 20-25% of this number are involved in street vending. Street vending, like other forms of informality is unfortunately perceived as an illegality. Street vending particularly is often associated with urban problems such as pollution, filth, obstruction of pedestrian and vehicular traffic and crime. Street vendors therefore constantly face harassments and eviction from state and local officials. Past experiences have shown that forceful evictions often fail to achieve the desired results as street vendors return to the same locations to continue their activities as soon as the pressure is off. There is therefore the need to examine this seemingly intractable 'problem' through the lens of spatial planning and urban governance so as to integrate the reality of informal activity in urban planning and thus ensure spatial justice for street vendors. This study examines the factors influencing the locational decisions of street vendors, assesses the spatial characteristics at the street vending cluster sites, evaluates the urban planning responses to street vending and advances strategies to promote the right of occupation and space (spatial justice) for street vendors in Nigerian cities. Data was obtained from 200 street vendors on selected streets in Makurdi town and from 4 officials of government agencies

overseeing street trading activities with the aid of questionnaires. An inventory of specific locations and site characteristics such as adjoining land uses and obstruction of vehicular and pedestrian traffic were observed and recorded. Preliminary findings suggest that access to customers is the major factor influencing the choice of location by street vendors. For this reason, the major vending cluster sites were found at intersections prone to traffic delays, transportation terminals (motor parks) and major institutions that attract high volumes of traffic such as universities, churches and hospitals. It was also observed that the stationary street vendors which were the main subjects of this study are engaged in the sale of fruits, food and electronic accessories. Fruit vendors were mostly found on major street junctions leading into medium and high income residential neighbourhoods in the peripheral areas of the city while food vendors were clustered around offices and high activity areas. The spatial characteristics associated with vending clusters included major street intersections, stretches of streets with wide shoulders and relatively deep setbacks. The urban planning response to street vending in Makurdi, like other cities, varied from forceful evictions and endless attempts to integrate the street traders into the existing markets without any positive results. Additionally, signage is used to warn against vending, but signs are usually ignored. Other responses are seizure of goods, summons to court and attempts to regulate street vending by issuing permits, which when not adequately thought through, converts the sidewalks into permanent markets exacerbating the urban confusion. The study therefore recommends that planning agencies should exploit opportunities to organize and understand the marketing and operational needs of street vendors. This is necessary in view of their contributions to the urban economy, their role in service provision and the growing recognition of informality generally as a major component of the African urban system that cannot be ignored or wished away. Issuance of permits is a step in the right direction, but permits need to include enforceable clauses concerning types of goods, size of display, allowable forms of display, number of vendors at any cluster and hours of operations. The sites selected need to be attractive to street vendors but organized to minimize conflicts with other uses and traffic flow. Finally, the government could develop policies to provide legal backing to the rights of street vendors to designated public spaces within the town.

Land use and regional development in Rio de Janeiro: impacts on the morphology and landscape in the urban periphery

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Major changes have affected Rio de Janeiro's metropolitan periphery in recent years since Brazilian federal programs for the acceleration of growth (PAC 1 e 2) were launched (2007-2011) with large public investments in transportation, energy, urban infrastructure, and social housing. The Metropolitan Ring Road (Arco Metropolitano) inaugurated in 2014 is one of them and connects important future economic growth poles: the petrochemical complex, to the East; and an expanding hub port complex at Sepetiba bay, at the westernmost side. The ring road, supposedly, will bring economic development along its route through the impacted municipalities, cutting through either dense and poor peripheral settlements, or not yet occupied or urbanized areas, including farmland, forested parks and even a conservation unit consisting of a large mangrove swamp preserve in Guanabara Bay called APA Guapimirim.

This article addresses the impacts caused by the ring road and other public and private investments and how they influence land use and occupation of the urban and peri-urban open space systems of Rio's metro region in its westernmost side, encompassing the Sepetiba sedimentary basin, with more than 85% of the territory consisting of land not yet occupied or urbanized. The pressure of global interests are forcing the once rural character of the territory to transition into a block of land for speculation and profit, due to the increase in land values and its likelihood for urbanization, a situation that is occurring across the metro region as a whole.

This academic research is based theoretically on concepts of landscape morphology, road ecology, open spaces systems and social cartography within a socio-environmental framework. Methodologically, it applies qualitative and multiple

scales analysis, and considers both spatial and temporal dimensions. In addition, participatory instruments and actions are applied in workshops – that bring together scholars, students, government agents and community groups – to define and categorize morpho-territorial units, and to identify and discuss collectively the strengths and fragilities in order to build prospective scenarios for regional growth within a future landscape that includes socio-spatial conflict nodes, urban and peri-urban growth vectors, and areas to be preserved or protected for specific farmland, aesthetic and touristic resource uses. The results indicate the importance of the region in terms of its mineral and hydrological resources that provide much of the supply to the metropolitan region. The research also identifies major gaps and issues from social housing, basic sanitation, and reduction of water sources, to green area destruction and lack of public spaces and cultural activities.

The study and comparative analysis of the Municipal Master Plan (Plano Diretor) and the Ring Road Master Plan at regional and local scales are essential to carry out socio-spatial studies in terms of zoning, land uses, and occupation. Preliminary results point out that management and planning agencies, at the municipal level, have had little input in guiding an appropriate locally based sustainable development strategy, especially because of the many gaps in planning and regulation. Planning is neither coordinated nor discussed among neighboring jurisdictions, causing incompatibilities, incongruences, and lack of continuity. Meanwhile, land becomes easy prey for major global investors who will not hesitate to degrade natural, social or environmental resources for their own private interest, as opposed to the larger public or community good. In addition, public governance and social participation are not articulated, and inhabitants are left outside of the main decision-making processes. This points out the dire need for equitable planning, and a municipal administration that can respond to community needs and promote good planning practices.

The research emphasizes the need for public engagement and knowledge of the region among its dwellers, as well as empowering and strengthening community groups, particularly at a local level, for example using focus groups working with women and youth. In fact, the research group has made an effort to promote activities

and workshops to inform and engage focus groups on specific themes: water issues, public spaces, cultural and artistic venues. This allows the project to learn about the needs and expectations of the population.

This paper addresses regional planning with an inside-out approach that builds on the importance of understanding landscape and the territory's physical and social aspects. Our main goal is the definition of guidelines and planning instruments to be appropriated and applied in the municipality of Seropédica, one of the most vulnerable communities, currently threatened by large-scale economic investment, not necessarily in the interests of sustaining the region or its inhabitants. Our project, in the end, envisions a more equitable, balanced and sustainable urban and peri-urban environment.

Unlocking urban land values: comparing large-scale projects in Colombia and Brazil

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Planning systems became instrumental to unlock land values and unleash the potentials for spatial fix. Indeed, there has been a great deal of attention to the impacts that state reform have been having on cities throughout the world. This paper exposes a crucial element of this process by exploring the contemporary experiences of land use planning in Colombia and Brazil. In specific, we compare the major instruments that promote great urban projects in the two countries and how they have been causing intense changes not only in urban space, but also in their planning institutional architecture. We argue that despite their different justifications and functioning, these new instruments end up producing similar results.

Great urban projects have become an important part of social and economic redevelopment of cities. They act upon a fragment of the urban territory, but that because of the conjunction of different strategies may have an impact in the city as a whole. This complexity means also the need for a specific management system that includes the diverse and diverging social actors that get the direct and indirect impacts of these projects. Finally, the importance of great urban projects derives from the context in which they were created, i.e. adapting cities to neoliberal globalization and more flexible instruments of planning in contrast to the previous modernist-keynesian framework. Hence, the urban transformations in Latin American cities required responding to the different yet intersecting challenges of democratization, decentralization, and globalization. In Brazil, the experience with land use planning reforms came already in the late 1970's, justified by the great extent of urban

informality, the inability of existing instruments to deal with the housing deficit and the scarce resources that municipalities had access in a context of economic instability. In Colombia, though, the history of introducing changes to the planning system intensifies in the late 1980's and early 1990's related not only with the concern of dealing with land allocation for social housing, but more directly with the imperatives of embracing mayor's popular elections, the introduction of a new political constitution and the decentralization process, i.e. devolving to municipalities' competences over land management and urban planning, something that did not happen in Brazil.

In Colombia, "Partial Plans" (*Planes Parciales*) have been implemented as strategies to enable both urban expansion and redevelopment according to the Municipal Strategic Spatial Plans (*Planes de Ordenamiento Territorial*). Partial plans operations follow the constitutional principle of the equitable distribution of costs and benefits of the urbanization process embedded in the development of large-scale projects. In doing that, this land management tool has four main features. First, it promotes collective land readjustment as a self-funding mechanism of the public infrastructure through the profits of the privative land use and densities. It works under the assumption that by provoking an increase of land prices, the financial tools involved in the process would capitalize on value capture in the distribution of the costs and the economic benefits of the project. Second, partial plans require an integrated urban design to guide the land-pooling scheme resulting in changes in land subdivision and ownership. The transformation of the demarcated area is intended to be incremental to make each phase physically and financially viable. Third, partial plans could be lead by a multiplicity of agents. According to the legal framework, public, private and community organizations could lead the formulation. Finally, the fourth relevant feature of partial plans is that the political leverage resides on the mayoral power for approval. Even though the local planning authority's regulatory competence sets the final agreement, the mayor's municipal decree defines the legal basis of the tool. Thus, the functioning of partial plans rely on the alignment of land owners' speculation, real estate investors interests and mayoral political leadership to activate the project according to the guidelines of the municipal plan.

In the Brazilian experience, conversely, “Urban Operation Consortium” (*Operações Urbanas Consorciadas*) are large scale projects that combine primarily land use and financial tools. The instrument is also based on four basic pillars. The first is the definition of a perimeter for the project, or the urban fragment that is considered in need of redevelopment, getting public and private investments. The second is the list of public interventions that will be accomplished in that perimeter, which may include infrastructure works, public spaces and social housing. This means that this list represents the collective benefit of the project and might be considered its main goal. These works are to be funded by the selling of construction benefits, which are the third pillar of the project. In the perimeter of an urban operation, floor area ratios and changes in uses, among other features, are sold to private investors in the form of financial bonds. These bonds are commercialized in the city stock exchange market and in secondary markets, connecting the production of space with local and international financial markets. This functioning of the instrument creates a speculative system that provides the resources for accomplishment the goals of the project. Ultimately, this means that to accomplish those collective benefits of the second pillar of the urban operation, there must be the individual interest in buying those financial bonds and investing in the perimeter of the project. Fourth, the project, the list of investments, their priority and the resources are supposed to be managed by a council that includes the representatives from public institutions, civil society and local residents. This management council is the final pillar in the functioning of an urban operation and it was supposed to provide transparency and social control. However, in contrast to the Colombian experience, the council was only established after several rounds of experience with the instrument and currently is accused of being only a form of tokenist participation.

In conclusion, we can identify that the Brazilian experience is more focused on providing the financial tools to promote land use change while it has a small impact on land readjustment. Redevelopment is based on individual parcels and on the investment capacity of each entrepreneur. Whereas in Colombia, great scale projects are based on the actor’s capacity of transforming the land parcel structure in order to enable the real estate investment to occur. Additionally, it depends on the leading

agent's negotiation maneuver to persuade local planning authorities and the mayor to approve the partial plans agreement. In common, though, both instruments have cumbersome formulation processes and limited citizens' participation, becoming more related to their capacity to unlock land use values than to actually promote more democratic and inclusive planning system as intended on their original formulation.

The ongoing changes in the Médio Vale do Paraíba fluminense Microregion originated with the adoption of neoliberalism policies by the Brazilian government

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The adoption of neoliberalism in Brazil in 1990 brought many changes to the country economics, productive activities and work relationships – hence, there are changes also in the urbanization process and spatial structure.

These policies deeply impacted the Médio Vale do Paraíba fluminense Microregion, in the state of Rio de Janeiro. This used to be an industrial Fordist region, where the first basic industries in Brazil were sited. In 1993, steel-maker company Companhia Siderúrgica Nacional (CSN) was privatized, which brought economic and social crisis to the region, followed by a productive and spatial restructuring.

The Microregion is strategically located within the triangle formed by the most important capital cities in Brazil: São Paulo, Rio de Janeiro and Belo Horizonte, which are not only significant consumer hubs but also financial centers.

Nowadays, after deep changes on its social processes, the Microregion has a new reality. Its economic-regional growth is based mainly on industrial developments which are sprawled through the territory. The sprawl changes urban structure and urban scale, and also creates new centralities.

This paper analyses the urban changes taking place in the Microregion starting from its restructuring, which was based on federal and local neoliberal policies to attract investments. These policies were influenced by global economics processes and deeply influenced the urban space.

The adoption of neoliberal policies by the Brazilian government and the subsequent reduction of federal intervention led to a void in regional development and industrial growth policies. The industrial and economic recovery of the Microregion was

underpinned by new fiscal incentive policies enacted by the local government - which included incentives to public funding and to the establishment of new industrial parks.

There is no regional articulation between the multiple municipalities of the Microregion, which leads to a destructive competition for private and public investments. Each state, not the federation, defines its own legislation for the creation, definition and organization of each metropolitan region and Microregion. On the other hand, as they grow, the metropolitan entities themselves become more relevant and the states lose their power of management. The urban sprawl in this region originates from the lack of articulation between the municipalities and also from their weak administration, related to the growth of neoliberalism and the lack of urban planning policies.

The Microregion restructuration started with the attraction of new industrial parks – related, mainly, to the mechanical engineering industry, which includes the automotive industry. These industrial plants were installed during the intensification of globalization, when production sprawl and global consumption were growing. These plants contributed to the region recovery but at the same time increased the competition between the municipalities.

Sprawled industrial developments demanded an occupation and organization of the region. They attract qualified manpower with higher wages – typical of this industry – and therefore the number of businesses, commercial and residential activities was increased. All these activities are now installed in sprawled locations, close to highways, and serve to a regional public. There is a strong contrast between these sprawled morphologies and the traditional, concentrated ones, originated in the Fordist period.

The sprawled urban forms and their architectural typologies are characteristics of the space of flows (defined by Castells, 1996) and they represent non-places (Augé, 1992), which are spaces of transience with homogenies architectures that are not related to the local culture and could be anywhere – in Brazil, in the USA or in Europe. In many cases, these sprawled buildings form new urban centralities, either industrial parks or the combination of various shopping centers, hypermarkets and buildings that offer other activities.

Social relations and lifestyles were initially located in intra-urban areas, now being expanded and sprawled into regional areas, due to the industries' global interests. Today, mobility plays an important role in people's lives.

The methodology of research consisted on a theoretical study and on an urban and regional analysis, which included spatial policies, to identify and examine the ongoing changes and their consequences in this Microregion. Also, field research was conducted to observe occupancy patterns, sprawled activities and regional commuting and lifestyles.

Theoretical and empirical elements were combined, confronted and then analyzed, and thereafter it was possible to reach a deep comprehension of the ongoing phenomena and their spatial consequences. The conclusions of this research are intended to contribute to this region's urban planning studies.

The results of this research show: 1) that federal and local policies, and also public and private investments, resulted on the restructuration of the Microregion and the sprawled occupation of the territory; 2) the process of urban sprawl in this Microregion is still growing and it includes mainly industrial activities, followed by commercial, service, institutional and residential; 3) urban and regional dynamics, including urban forms, are getting more and more complex, intensifying interrelations of different urban scales, inside and outside the Microregion; 4) urban activities tend to be more regional than local; 5) what determines urban sprawl are not geographical or administrative borders, but the commuting distances easily traveled by cars or company buses (that bring workers to and from the industrial plants); 6) the productive and urban restructuration originated from the installation of new industrial plants made these municipalities wealthier.

Repelling violence by design? Effects of the social and physical structure of resettlement communities on violence in the Bajo Lempa, El Salvador

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Confronted with violence and chaos in the 1980-1992 Salvadoran Civil War, citizens fled to nearby countries to wait out the conflict. In the process most lost their land and their livelihoods. At the war's end, citizens returned in large numbers, but, as a result of government economic reforms and land repatriation processes, they were forced to relocate into different regions than those from which they had come. In many cases, people relocated with those they had fled with and/or met in refugee camps, and established new communities using only what skills they possessed collectively to establish a governing structure and physical design. As a result, several communities were founded in the early to mid-1990s throughout El Salvador by people in very similar circumstances, but with many different ideas about what an "ideal" community might look like. Currently, many of these planned communities, along with the country at large, face daunting levels of violence, especially gang violence. What is unique, however, is that some these communities are much more successful in keeping violence outside their borders. This paper asks why?

Using a comparative case study method, this paper analyzes and cross-examines the formation, development, and ongoing life of two communities established in the Bajo Lempa region of El Salvador: Ciudad Romero, founded in March 1990, and Amando López, founded in December 1991. Ciudad Romero has experienced the slaying of eight adolescents by outsiders in 2015 alone--all gang killings. In contrast, Amando López, just nine kilometers south, has, so far, suffered no gang-related deaths. Using a literature review, along with mapping, and interviews with residents, this paper explores the different social life and physical layouts of the communities to

ask and answer how social and spatial structure might affect the ability of gang influence to infiltrate, the ability of gang members to operate within the communities, and how the distinct histories of the communities--including social cohesion and identity, choice of physical settlement layout, and community services and amenities--have shaped each community's ability to enforce its own boundaries, among other factors, and keep its residents safe.

Of particular interest are the layout, design, and use of each community's public spaces, or what they define as shared space. Amando López was designed with a main road that serves as a communal cultural spine through the settlement off of which are located the school, cultural pavilion, and other shared community spaces. The founding fathers also created a protected wood, agricultural areas, and a public park. On the other hand, while living as refugees in, first, Honduras and, later, Panama, the families of Ciudad Romero had a poor experience with communal resource sharing. After suing for and receiving the land that they settled in the Bajo Lempa, they opted for a disbursed settlement pattern of equal, independently owned micro farms.

This paper documents what types of expertise and influences were available at that time that residents designed and began living in their new communities and analyzes planning and design decisions along the way. It examines how differences in physical layout and social life are contributing to different levels of community resiliency and how this resilience affects protection from violence, and supports community-building activities. The spatial policies governing these communities have resulted from conflict and migration and have evolved within a difficult environment of layered contestations of space, socio-spatial inequities, and hopes for a brighter future. Spatial policies and land use planning have evolved in El Salvador's resettlement communities in response to very specific conditions, yet the communities formed in these processes have something to offer generally – lessons learned about social and physical resilience in the face of challenge. They have acted locally by necessity, but offer examples appropriate for other places. This paper elucidates spatial policies for resilience, drawn from the direct experience of those displaced by war, who returned to seek social and spatial new beginnings and, now, when threatened by a new source

of violence, are trying to draw needed strength and support from the communities they designed for themselves.

São Paulo's new transit oriented development based master plan: TOD scenarios and development rights

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Problem

The need to promote a more sustainable urban development model has led many cities, metropolitan areas and regions to seek more rational forms of land use and city form, such as those based on Transit Oriented Development (or TOD). The root principle of this strategy (real estate development associated to public transportation deployment) has been largely adopted before the car era. Currently, it is being increasingly adopted again worldwide, as a response to the need to promote more sustainable land use practices and thus preventing climate change. From Curitiba and Amsterdam to The Bay Area of San Francisco - that has recently adopted such approach at a regional level - the number of well succeeded initiatives, with different levels of implementation and success, has been increasing.

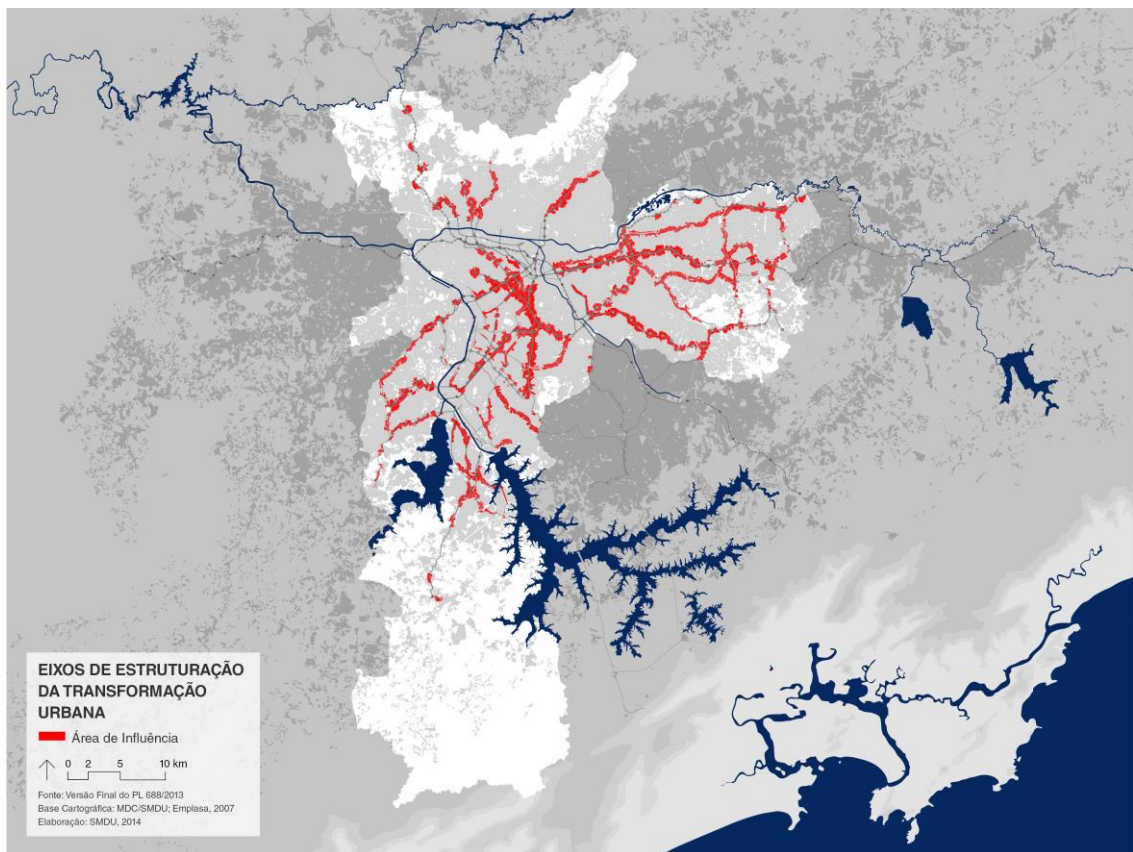
The goal of a TOD strategy is to create or improve the use of, public transportation networks, densifying areas with good transit access and at the same time interconnecting centralities in the urban fabric. By improving public transportation quality and accessibility in the city, conditions are given to a more dense and decentralized development. This development, concentrated along these "axis", creates incentives to transportation mode change, thus contributing to the reduction of traffic congestion, toxic pollution and greenhouse gas emissions.

This strategy, especially in cities that face budgetary challenges, will be more effective when based on a viable model of urban development that rely on diverse sources of funding. Ideally, these should be based on mechanisms that capture the

added value on land prices when urban parameters change and the resources it generates are reverted for urban improvement.

The adoption of a new urban development paradigm is usually accompanied by studies to evaluate these impacts, as it was the case in the revision of São Paulo's Master Plan (Law 13,430/02, substituted by Law 16,050 of 2014). The city, through a long construction process¹, determined that urban development should follow TOD guidelines and that the added value to the land would be captured by an improved development rights scheme.

Figure: *Eixos de Estruturação da Transformação Urbana* (PDE 2014) – Buffers of Densification in development axis.



¹ Which lasted about 18 months and involved intensive discussions within the executive boards the city council, with the private sector and through public workshops and hearings

This work examines how the strategy and its correspondent policy were shaped for São Paulo's context, focusing on the analysis of impacts regarding new Real Estate development.

Objectives

This paper objective's is to demonstrate the methodology adopted to evaluate the feasibility of new Real Estate development along transportation axis previewed in São Paulo's New Master Plan and consequently calculating the added value that could be captured to urban improvements given the adopted strategy. It also portrays what kind of spatial strategy was pursued, based on a concentrated deconcentration, intended to promote the integration, consolidation and socio-economic development of centralities.

The presentation of the methodology in a larger level of detail is expected to provide a case study and elements of planning tools that can serve as references to other cities pursuing a more sustainable land use strategy and an alternative to generate funds for urban improvements, while controlling land speculation.

As it deploys this strategy, and seeking its continuous improvement, the city of São Paulo not only aims the improvement of life quality to its inhabitants but also to offer a model for discussion – fulfilling its role in global climate change governance and adhering to the New Sustainable Development Goals set by the United Nations.

Methodology

The methodology adopted for this paper is one of case study, based on São Paulo's new master plan. The tools and respective methodology involved will be presented, as well as the results obtained.

One of the most used tools for long-term planning is the formulation of scenarios. In urban development, these scenarios can be represented graphically and quantitatively by measuring and evaluating the supply and demand for additional building (Borges, 2013).

To study these effects, a static compact land use model was built, covering urban development scenarios for the next 16 years (time frame for São Paulo's new Strategic Master Plan). Current land use was analyzed, determining the potential for densification given proposed Floor to Area Ratios and market activity in the recent

years. This potential is compared to the expected production of built area by the market, given the demand estimated for São Paulo in the period. This model, in turn, is supported by a model of economic feasibility of new Real Estate development, used to determine parameters later utilized to develop a cost model for development rights and related incentives.

The land use model is based on a Transit Oriented Development Strategy, which is implemented with the determination of a special zoning along existing and new high and medium capacity axis of public transportation. In such a model, the improvement or installation of new infrastructures of transport is followed by increased building parameters and the added value to the land (caused by this rezoning) is captured and reverted to urban improvements.

New construction is favored along these axis in comparison to the rest of the urban land. Some kinds of development, more desirable by the city, were made more feasible for the Real Estate sector by changing laws and regulations and their impact on land prices and thus the feasibility logic.

An onerous grant (or development rights) scheme was modelled to capture added value with different intensities according to use, location and level of income of the new dwellers. Another model is used to estimate revenues to be reverted to urban improvements.

Main Results and Contributions

Throughout the design process and approval of the Master Plan the models served as tools for the simulation and evaluation of several sub-scenarios to determine a Baseline Desired Scenario.

The models suggest that the deployment strategy adopted by São Paulo's Master Plan is feasible considering the market context. This results are obtained through different analysis, which display a possible methodology for applied studies.

It is expected that this work can inspire other cities that seek similar development strategies and at the same time contribute to a better understanding of Real Estate development economic impacts and its consequences regarding the formulation of land policy. It is also expected that this static model can serve an inspiration and reference to create more complex and dynamic models for São Paulo

and other cities, increasing the capacity of the governments to plan and act on urban infrastructure improvement and climate change.

It is believed that the Civil Society and the Real Estate Sector have also a big responsibility on the success of this new plan - but it has the potential to change the current exclusionary model that has been the city's paradigm for decades, placing São Paulo City back in the route of sustainable land use development.

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Application of land readjustment in post-disaster reconstruction planning: a case of Bhuj, India

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The objective of this paper is to present a detailed analysis of the application of the use of land readjustment mechanism specifically in post-disaster reconstruction situation. While a disaster such as an earthquake or a tsunami causes large scale devastation and destruction, these events have sometimes been used by planners for large scale reconstitution of land holdings through application of planning tools such as land readjustment (or land pooling). Land readjustment is a process of reconstitution of land holdings or lots into rational and regular shaped lots, adding public infrastructure such as public roads and parks, the land for which is contributed equitably by all landowners, as a percentage of their land holdings. Several examples are available from around the world where local governments and policy makers have used such an approach while rebuilding lost housing and infrastructure.

While land readjustment is commonly used for urban development and particularly for converting irregular shaped agricultural lands to lots suitable for urban developments with street access and infrastructure, there are few instances where it has been creatively applied in a post disaster reconstruction process. The paper will examine some of these cases where land readjustment has been carried out specifically in the context of post disaster reconstruction planning. For instance, the Hyogo Prefecture and the City of Kobe applied land readjustment projects in conjunction with urban redevelopment and restoration to ensure that reconstructed areas were built more resilient with wide streets, public open spaces for evacuation,

and consolidated old and dense housing (Preuss 2000). Chile also has limited experience with the same in Santiago (Hong and Brain 2012).

A successful example comes from the historic city of Bhuj, India where more than 50% of buildings in the city were destroyed in a 2001 earthquake measuring 6.9 (Richter scale) that claimed approximately 18,000 lives in Gujarat, India. One of the reasons for this heavy loss of life was because that many low-quality building fell onto the narrow streets in the walled city, and the rubble blocked egress and prevented emergency vehicles to come in. The state government embarked on a large scale reconstruction planning process which used land readjustment as a key tool for inner city areas. More than a decade after implementation, it is considered a successful and shining example of reconstruction planning.

The people of Bhuj did not want to accept the government's relocation policy and were not willing to move away from their 500-year-old city to a safer, less-congested area, the government decided to reconstruct the inner city. The comprehensive plan included several elements such as land use zoning, road network and infrastructure planning, and inclusion of seismic safety regulations. A grid of interconnected streets was laid out using the land cleared from collapsed buildings to ensure emergency access to the inner congested city. The land needed to create this wider road network was assembled by the use of land readjustment mechanism, known as town planning schemes (TP schemes). A proportionate amount of land was deducted from each land owner to create wider public roads and increase access, and the remainder was readjusted and redistributed to the original owners. Particularly notable is that all of this was done using the existing provisions in the state's town planning legislation.

Our paper will examine the case study of Bhuj in detail in the context of its successes and challenges, and provide critical insights on this land readjustment implementation in a post disaster situation. Despite Bhuj's success, such reconstruction tools depend greatly on the existing legal and political systems and may be difficult to replicate in post-disaster reconstruction in other vulnerable urban areas around the world. This paper is of value for planners and policy makers who are interested in disaster planning and building back better. It is also of interest for land

use planners interested in understanding the application of land readjustment as a versatile tool for planning and land reconstitution, infrastructure provision, and building resiliency.

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Three hypotheses analyzing limited predominance of slum upgrading policy

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Latin America has been regarded as the breeding ground of the “urban informality” concept, literature, and policy implementation (AlSayyad, 2004). Despite growing planning efforts and market contributions, urban informality is a predominant feature in Latin American urbanization. Either measured economically -by share of firms or employment- or spatially -by housing supply or built-area-, it is consistently above 50%. This indicates that it is indeed a predominant, majoritarian phenomenon. Today, urban informality is normal (OECD, 2009), and will continue to be so for some time.

The relevance and predominance of urban informality (slums -in short-) has deserved it a policy subsystem of its own. In 1975 UN General Assembly established UN Habitat, and today we see an active policy arena where local communities network globally and are able to participate in decision-making instances together with international finance institutions and leading knowledge management brokers. Even though this would seem like a healthy policy environment, local slum upgrading programs are marginal and national policies are scarce. Furthermore, policy responses do not match the scale of this “problem”.

What explains the limited predominance of slum upgrading policies in spite of the prevalence of urban informality? With a particular emphasis on Colombia, this paper presents three different hypotheses based on alternative theories of social policy. The first hypothesis considers these policies have failed to pass the cost-benefit test. The rationale here is that slum upgrading is simply too expensive. It is generally assumed that the costs of regularizing an informal settlement ex-post are higher than providing services to plots ex-ante. It is frequently mentioned that scaling up successful

cases is difficult, and that projects are expensive not only for city governments for the beneficiaries themselves.

The second hypothesis is centered on the role of coalitions (Sabatier, 2007). The paper explores the fact that the slum upgrading policy subsystem has indeed strong coalitions that are firmly grounded in grassroots movements, tightly networked across cities and countries, and are also connected to international finance organizations. The two most salient global examples are Slum Dwellers International (SDI), and Women in Informal Employment Globalizing and Organizing (WIEGO). But even though these coalitions have functional organizational structures that are lauded in global circles, this has not necessarily made their battles easier on the ground. At the city level, they face a very strong adversary: the growth machine (Logan and Moloch, 1987). The “growth machine” coalition is a covert and yet very powerful bloc of urban actors: business elites, landowners and public officials. They push for expanding the urban development frontier with the mentality that growth is naturally beneficial for everyone. The naturalization of the growth machine rationale supports low cost housing policies that trump slum upgrading efforts. The more attention housing policy gets, the less relevance slum upgrading receives.

The third hypothesis is that there are ideational constraints to policymaking in this policy subfield. This line of thought is illuminated by Pierson’s path dependence theory (Pierson, 2000) and Gilardi’s notion of evidence as being filtered by ideology. The main idea here is that alternatives to and within slum upgrading are ideologically shrunk, that there is a conceptual blockage impairing slum upgrading’s theoretical development.

The concluding section extracts practical implications for future policy action from these three hypotheses. Hence, the first conclusion explores the importance of aiming for a “fairer economicism”. Cost benefit analysis must have a wider scope, and be less prejudiced in order to be conducive to slum upgrading policy. Plenty of hidden costs are transferred to the poor and must be accounted for. Traditional cost benefit analyses also neglect the value of tight community networks. So, if cost benefit analysis were wider, it would be fairer. At the same time, traditional economicism also fails to be just when it advocates financial inclusion as an all-encompassing solution. The

overemphasis in micro-credit solutions unfairly obligates entrepreneurialism and community participation from the poor. So, a fairer economicism would promote urban informality without preventing and without celebrating it.

The second conclusion explores the usefulness of inter-coalition alliances. Broader spectrum coalitions, exploit the benefits of having non-redundant links between partners and thus are much more efficient. This idea is closely associated with the “strength of weak ties” sociological concept (Granovetter, 1973) and would prioritize and safeguard unusual cross-class alliances, as those between strong grassroots’ groups and powerful developers.

The last conclusion explores the idea that a value-neutral view of informality might be a more productive ideological environment for slum upgrading policy. Neutrality would overcome the deep-seated duality that has haunted the literature on informality since the 1970s. Real neutrality (as opposed to false neutrality (Schram, 2002)) would combat optimism as well as pessimism, and foster a view of informality as normal. When such a view is adopted, policy transforms into a vehicle that accelerates both formalization and informalization movements, and hence is more creative and fruitful.

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Riverbank's socio-environmental services provision in São Bernardo do Campo municipality

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This article aims to approach the relations between environment and cities, studying Sao Bernardo do Campo's riverbanks urbanization public policies and their institutional arrangements, focusing on the intersectorality as a way to achieve the provision of socio-environmental services. This is relevant because the Brazilian cities development dynamics followed a trend of complete subordination of natural areas to intense population growth and urban sprawl combined with technicist paradigms. In this scenario, the environmental areas and the city areas dispute over territory and the relation between environment and cities goes under an exclusion logic. However, since the late 1900s, the debate around new possibilities to create a more harmonic relation between environment and cities and the provision of environmental services acquire relevance - the socio-environmental services concept derives from the ecosystem services concept emphasizing the connection between social and environmental issues. It consists in the idea that natural processes ensure the species survival and possess the ability to provide goods and services that can satisfy human needs (De Groot et. al., 2002; Fisher and Turner, 2008). Among those services is the water production, which is important to Sao Bernardo do Campo since more than half of its territory is on a water sources protection and recovery area and about 37% of Billings Reservoir's water is inside its political and administrative limits (Capobianco, 2002). Historically, Sao Bernardo do Campo took the role of a connection hub, linking Sao Paulo's capital and the main harbors in Santos. This led to the implementation of a great industrial hub in its territory playing a relevant role in Brazilian economy.

Consequently its territory has a consolidated urban area permeated by highways and regional relevance routes inserted in a conurbated area in Sao Paulo metropolitan region. Its road network is connected to the main regional roads and it's difficult to distinguish the municipality limits. The present Master Plan divides the city in three macrozones: Consolidated Urban Macrozone, Water Sources Protection and Recovery Macrozone, and Environmental Protection Macrozone. The Consolidated Urban Macrozone has a thick drainage network that is largely channelized or in process of channelization especially in culverts under the main avenues. The downtown and the municipal head office are above the confluence of the main rivers that compound the Billings-Tamanduatei basin. That took place due to the historic occupation of riverbanks based on the river management technicistical and sanitarian paradigm. This paradigm was established at the 1930s by the Prestes Maia's Avenue Plan, which ended the debate around the role of rivers and riverbanks in urban areas conjugating river channelization and avenues. This induced the rivers and streams denaturalization also justified by the guarantee of sanitarian safety, since the rivers and streams were used to dispose urban effluents (Travassos, 2005). Contemporarily the debate on environmental services provision in urban areas brought life and strenght to the debate around rivers recovery. This leads to the need to think about new ways of dealing with urban issues, especially urban drainage and the expansion of road networks. Interviews with local government public managers revealed that the environmental issues are treated as a priority only on the Water Sources Protection and Recovery Macrozone and on the Environmental Protection Macrozone proving the relevance of studies about the riverbanks urbanization public policies on the urban area. This article analyzes two public policies designed by the local government: the Social Housing Local Plan, which is composed by an articulated set of guidelines, objectives, goals, and proposed interventions about housing and settlement urbanization issues; the Drainage Plan and the DRENAR program, which are composed by proposed constructions to solve the drainage issues in Tamanduatei basin. Those policies institutional arrangements were studied to undestand how the actors engaged in planning the proposed interventions on urban riverbanks. A timid attempt to overcome the sectoral paradigm, which is largely disseminated through the

brazilian public administration, was found on the analyzed policies. Public managers from distincts sectors and departments were involved to design those policies, mainly the Social Housing Local Plan that has important mechanisms to articulate and integrate the sectoral policies that somehow intersect the inhabitat issues. However, only the policies design shows some level of intersectorality. The policies return to the sectoral logic and are implemented by the department or bureau that is responsible for the matter. Overcoming the sectoral paradigm is an important mechanism to support the provision of environmental services, since it allows the sectors that act diversely on the territory to actually communicate and plan the actions jointly. Generally, Sao Bernardo do Campo presents some attempts to integrate its sectors and departments but it's far from being a established practice. Also, as a result, the interventions maintain their silo characteristics leading to a less ability to provide socio-environmental services.

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Analysis of the articulation between the national regional planning and the local urban planning in the semi-arid areas of Northeastern Brazil

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Brazil's uneven regional development is characterized by the strong existence of differences deriving from specific structures concerning the conformation of each region due to the form Brazil was colonized years ago. In Northeastern Brazil, also due to the consistent drought that affects the region. The regional and social inequality can be observed by comparing each region's GNP (Gross National Product). According to IBGE (Brazilian Institute of Geography and Statistics), the South and Southeast regions of Brazil represented, in 2010, approximately 72% of Brazil's total GNP, with only seven federated states. On the other hand, the Northeast region concentrated, with nine federated states, only 13,5%.

At the beginning of the 20th century, the Federal Government, aiming to minimize Brazil's serious inequality conditions, elaborated a series of regional development policies, creating the DNOCS (National Department of Works to Combat

Drought), and the SPVEA (Superintendence of Amazon's Economic Recovery Planning). However, those projects were conducted in isolated actions, and according to Gouvêa (2005), the results were inefficient for mistakenly believing that the urban reality could be approached in a subdivided manner.

Brazil was colonized approximately 500 years ago, and only at the early 21st century one begins to understand the necessity of articulated regional development, when the MIN (Ministry of National Integration) was created - responsible for projects and programs of regional integration - and elaborated the PNDR (National Policy for Regional Development), which was institutionalized in 2007, containing three basic responsibilities: to act in multiple scales of intervention, to be a policy of national ambit, and to be a government's policy (being not only MIN's, but a governmental responsibility).

The present research aims to comprehend the federal government's performance on foresting regional development, focusing in the semi-arid Northeastern Brazil, through bibliographic research and theoretical basement, intending to conclude if there really exists articulation between the established proposals by the PNDR and the real necessities and individualities of each city, as well as analyzing great impact constructions and how each local government and its population is prepared to receive them, understanding its positive and negative aspects, having as case study the Transposition of the São Francisco River in Northeastern Brazil.

Analyzing Brazil nowadays, the Government has been taking several attempts on implementing series of urban development policies aiming to reduce the serious regional inequality condition, which is clearly noticed through the country's territory. It has become common the execution of great public constructions as a strategy for regional development. However, contrasting with what is established by law as PNDR's assumptions, those constructions may present questionable efficiency for not attending to each local's real necessities. In certain cases, they cover a huge number of cities that may not be prepared to face several urban transformations, due to the absence of articulation between the many governmental spheres. According to Faria and Schvarsberg (2011), those public constructions may, in many cases,

attend to private interests as well, through clientele policies, which is prejudicial to a democratic territorial management that responds to population's real needs.

The Transposition of the São Francisco River project is an example of those policies. According to the RIMA (Environmental Impacts Report) in 2004, the transposition, which started to be built in mid 19th century, and has not been completed yet, aims to increase the quality of life of Northeastern population, reducing the impacts generated by drought and minimizing regional inequality caused by uneven distribution of water, for comprehending that without water availability the regional development possibility in the semi-arid areas at the Northeast is very limited.

However, it is a large-scale project that affects approximately 350 cities, those of which have already been facing social and urban issues generated by the transposition. The hypothesis proposes that there is no articulation between the governmental spheres, and its absence has made the public projects inefficient, causing greater negative than positive impacts.

Hence, the lack of articulation between the federal government and the local urban reality, combined with the current domination structure and clientele relations, which have been very common during Brazil's history, reflect on the reproduction of regional development policies, in a manner that the idea of common benefit by the public power that attends collective and universal interests is a simple abstraction.

The present results of this research are both theoretical and qualitative, composing a social thinking and basement that connects to the fundamentals of PNDR, however, being the opposite of how they have been implemented in Brazil, diverging from its established responsibilities in order to attend to individual and private needs that stimulates the Brazilian economy. In that manner, those policies may seem insufficient, while in reality most of them are inefficient.

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The transactional places of territorial planning process: dynamic of places projects in the *inter-Scot* of the Lyon metropolitan area

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As part of the IV World Planning School Congress, the paper suggests to present the main research results coming from my thesis defended recently in January 2015. It was supervised by Martin Vanier, lecturer in Grenoble Alpine Geography Institute. The thesis deals with the challenges of territorial planning in France analyse in a European context. My first case of study is the construction of the territorial planning process on Lyon metropolitan area. I use also different others case of study in France and Europe.

In France, the solidarity and urban renewal act (2000) leads to an increase of territorial planning (or strategic spatial planning) in a European context of planning activity boosting after a substitution period of plan to benefit localised projects. In French context, this dynamic of territorial planning translate into a multiplication of the *Scot*¹ since the beginning of the 2000's. Nevertheless, territorial planning exercises cope with increasing uncertainty about their capacity to manage territorial development. Recent experiences and changes in the legislative environment insist on implementation: planning is a continual process starting while the plan is being

¹ The Solidarity and Urban Renewal Act (2000) creates the *Scot* (« *Schéma de cohérence territoriale* »)

as territorial planning tools. These have to planning territorial organisation as from sustainable goals over the long term. The *Scot* are a kind of Master Plan on the large scale territory

prepared. From orientations to actions, the thesis questions the whole territorial planning process in terms of enhancing its effectiveness. The issues deal with three main items:

1. The relation between plans and projects: How assure the interactions required between plans and projects during the territorial planning process? How favour connexions between orientations define on the large-scale territory and local actions?
2. The temporality of multiple levels planning: How assure the permanence of planning objectives through a process witch transform vision in actions over the long term? How assure continuity of territorial planning process as implementation test?
3. The nature of places projects: All the places projects are they appropriate to assure the implementation of territorial planning process? Isn't it necessary to differentiate the places and kind of projects?

During the period 2009-2012, the research-action work resulted from an industrial research agreement (Cifre) within the Lyon Urban Planning Agency. The Lyon metropolitan area is concerned by not less than thirteen *Scot*. The *inter-Scot* of the Lyon metropolitan area is a collaborative organisation which have to assure articulation between all the territorial planning exercises. The Lyon Urban Planning Agency is coordinator of the *inter-Scot* since its creation at the beginning of the 2000's. Within this coordination mechanism, Metropolitan interface areas (EIM) are places at stake on the border of several planning approaches and where politicians committed to increase their cooperation actions. Two EIM constitute the main fields of study related to the thesis: areas surrounding Lyon-Saint Exupery Airport and the A89 motorway between Lyon and Balbigny. These territories are identified around major structure elements, or territorial invariants, and form important levers of implementation.

The thesis introduced as such the concept of *transactional places* as new *places projects to be prioritized* today. These are strategic points of reference in the driving of the territorial planning process. The transactional places could implement the process provided that they are admitted and invested as such by a global and continual approach of territorial projects. The transactional places could assure the interactions

required between scales territory, actors, tools, fields of intervention and temporality. By comparing the Lyons case of study with the global French system and planning experiences selected in England, Germany and Italy, the thesis gives a central place to interactions between the stakeholders responsible for planning, the territory structural elements and the dynamics of projects places in metropolitan contexts. The thesis finally outlines the first features of a *transactional places* theory.

The evolution of Latin American metropolitan planning: institutions, instruments, processes and cultural traditions

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Metropolitan plans often converge in their general themes despite the fact that, ultimately, they cannot be typified. In terms of spatial planning scales, several European cases show that metropolitan planning holds a fluctuating institutional status that oscillates between local, regional and national levels. It is precisely this “administrative lightness” that allows metropolitan areas to constitute schemes of significant technological innovation yet also of major socio-political conflict (Elinbaum & Galland, 2015). Unlike the European casuistry, which has been widely investigated and debated over the past two decades, the specificity of metropolitan planning in Latin America remains largely unexplored. Such deficiency is relevant to the extent that the Latin American context has historically been a region where diverse directions of spatial change as well as combinations of spatial models and planning tools have been developed and experienced. The fertility of these changes, however, tends to take place deprived of institutional reforms capable of providing a consistent and steady legislative and cultural framework. In this light, the current Latin American metropolitan planning (or non-planning) situation could also be interpreted as a “testing” framework of innovation through which some actors benefit while others end up being excluded.

In consideration of the series of socio-spatial, economic and political changes affecting the institutional configuration associated with metropolitan planning in Latin America, this paper delves into the evolution of metropolitan planning in the region while focusing on experiences that could contribute to endorse a potential reform aimed at ordering the fertile yet also fragmented metropolitan planning and governance

situation. In a similar vein, the paper seeks to identify planning aspects and qualities whereby metropolitan planning cases convergence and divergence. On the basis of instrumental specificity and innovative aspects at this scale of planning practice, the paper will finally establish a discussion concerning the feasibility of ultimately conferring “Latin American metropolitan planning” *per se*. In doing so, the purpose of this paper is threefold. First, by drawing from recent planning experience associated with some of the world’s greatest metropolis, the paper seeks to add to the development of comprehensive theoretical frameworks dealing with metropolitan planning. Second, the paper is aimed at conducting an international comparative planning study that analyses: (i) institutional and instrumental contexts, plan-making processes and cultural values (traditions, attitudes, habits, etc.) influencing planning structures, processes and outcomes (Knieling and Othengrafen, 2009) and (ii) the interests (and benefits) of key actors and decisions that influence and condition the institutional structure of planning. Based on this analysis, the paper is finally intended to discuss how the series of convergences and divergences withdrawn from the cases studies can illuminate a potential theory concerning the evolution of metropolitan planning in Latin America while also reflecting on potential means to improve current toolkit of planning instruments in the region.

In pursuit of the above objectives and in order to identify the key interpretive categories associated with the evolutionary process of metropolitan planning in Latin America, the paper attempts to combine a triple methodological approach (instrumental, institutionalist and strategic-relational). To this end the paper builds on the comparison of two metropolitan case studies, namely Buenos Aires and Mexico City. The selection of cases is based on the criterion of “most similar cases” (Seawright & Gerring, 2008), which is founded on three typological conditions that make them coincide: (i) socio-economic conditions as both metropolitan areas have similar economic indicators such as GDP (in terms of the top-five Latin American metropolises), (ii) the demographic condition, as both cases have a similar population (again, in terms of the top-five Latin American metropolises) and a noticeable influence as metropolitan capitals nationwide. However, both cases differ in terms of (iii) the socio-political status, which is highly significant when it comes to assessing the

evolution of metropolitan planning. In this sense, both metropolises have different socio-political and institutional models partly due to the contrast exhibited by their extreme geopolitical locations in the northern and southern parts of the continent.

The paper is informed by a combination of primary and secondary sources. Primary sources include the examination of planning policies and strategies, laws and regulations, and the analysis and interpretation of semi-structured interviews conducted with key policymakers and planning actors. Secondary sources include technical reports, scientific articles and books, newspaper articles, institutional websites and additional literature concerning relevant political, economic and cultural issues related to both cases.

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Power relations in climate adaptation planning: learning from Santiago, Chile

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Santiago de Chile, like many of Latin America's megacities, is dealing with the threat of worsening water shortages and floods in the face of climate change, in a context of high extant socio-spatial inequality. Seeking to address increasing vulnerability, the city's Regional Government engaged in a planning process from 2010 to 2012 to produce a Climate Adaptation Plan for the city with recommendations on reducing urban vulnerability to climate change (Krellenberg & Katrin 2014; Barton et al. 2014). Despite being hailed as a 'meticulously participatory' process, however, and against the best efforts of its political and professional supporters, the resulting plan was neither ratified nor implemented by the city's authorities.

In a context of socio-spatial inequality and increasing vulnerability, this study asks how a participatory planning process with significant political backing failed to achieve its goal of reducing the city's climate vulnerability. The methodological approach involved an in-depth ethnographic-inspired case study with semi-structured interviews purposively selected on the basis that they participated in the planning process on behalf of public, academic, civil society, and private sector entities. Interview questions were designed to elicit information on the social rules acting at each phase of the process, and were refined during the course of fieldwork in line with observed phenomena.

The research finds that multiple opportunities to pursue ambitious change were quelled through the subtle workings of social power, through decisions over the scope and agenda by the process coordinators, and the pervasiveness of a techno-scientific epistemological orientation. Decisions taken before, and during the process, acted to privilege consensus over conflict and rationalization over politicization, suppressing civic aspirations to tackle longstanding socio-spatial inequality and vulnerability.

A first area of theoretical interest is to examine how it came to be that the elaboration of an urban adaptation plan, a highly political issue, was entrusted to a team of researchers. The research finds that such a practice mirrors the approach for the academic sector to take on a 'rationalizing role' in public policy in Chile, given the retrenchment of the state during the military dictatorship, and the reification of scientific rationality in policy processes. The Regional Government's decision can be understood as an exercise of the 'third dimension of power' (Lukes 2005 [1974]), where socio-cultural assumptions go unchallenged and quietly dominate proceedings to the detriment of the relatively powerless. By following precedent from the time of the military dictatorship on expert-led planning and based on scientific and market rationality, the Regional Government allowed a most pervasive, yet largely invisible exercise of power, to infiltrate the process.

A further area of theoretical interest is to examine how it came to be that a foreign-owned corporation could withhold information on glacial melt that was essential to decision-making on future water availability. The research reveals the extent pro-market logic being privileged over equity concerns, leaving unchallenged the decades-old tradition of planning as technocracy and the 'management of things' (Silva, 2013). Decisions taken by the coordinators on the rules that would govern the planning process demonstrate the exercise of a 'mobilization of bias' that acted towards the exclusion of certain participants and issues in political decision-making.

As Chile now replicates Santiago's adaptation planning experience in cities throughout the country, and other Latin American megacities follow suit, this study suggests that participatory adaptation planning can achieve little without challenging the wider political and economic development logics and power relations of urban politics. The failure of Santiago's experience should not be attributed to the coordinators alone, who succeeded in fulfilling their mandate to produce a plan with practical, viable solutions. Rather, we should see the coordinators and participants as agents constrained and enabled by the wider socio-political structures that went unchallenged in Santiago's planning process. As climate impacts sharpen existing socio-spatial inequalities, and as more cities engage in responses to climate impacts,

it is now incumbent on planning scholars and practitioners to interrogate the many ways in which power and politics shapes adaptation.

While these are still early days for the planning profession's engagement in adaptation, now is a crucial juncture that will determine whether change can be pursued through planning, or else beyond planning. In Santiago, there are already signs that given the failure of formal planning, civic resistance may more effectively challenge the roots of urban vulnerability, with social movements having succeeded in pressing President Bachelet to reconsider the market-dominated governance of water that many consider a primary driver of urban water stress. In their pursuit of effective adaptation planning, planners ought to engage in fully discovering and exposing the structural causes of climate vulnerability in the societies in which they plan, in order to uncover the political barriers to more equitable and transformative adaptation.

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The value of open spaces in coastal land prices

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Keywords: open spaces, housing prices, zoning, amenities, spatial hedonic models, quasi-natural experiments

Coastal areas are, due their attractiveness, submitted to a strong urban pressure. This pressure has significant impacts on ecosystems, due to the conversion of land from natural to residential and/or economic uses, but also in terms of various types of pollution, especially due to the increase in daily mobility following population growth. Within these areas, land tenure and land use conflicts are particularly acute. Thanks to the different planning tools available to them according to their level and functions (PLU, SCOT, environmental zoning, preemptive rights, ZAD, etc.), French local public actors play a direct, immediate or delayed, role in the regulation of land uses. Our study area, the Arcachon Bay, is an emblematic French coastal site for both landscape and ecological reasons. It is a highly attractive region thanks to its closeness to the urban area of Bordeaux. This attractiveness has led to strong urban pressure on natural and agricultural zones, which in turn has incited several national and local authorities, including national agencies such as the ‘Conservatoire du Littoral’ and the “office national des forêts”, the Departmental Council and municipalities to implement different types of land-use regulations, especially zoning restrictions. This paper aims to understand the impact on the land and housing markets of regulatory systems of land use such as zoning.

The consequences of zoning on land and property prices are supposed to increase land prices through two main channels. First, the scarcity effect acts on the supply side. Indeed, zoning makes both the surface of building land and the number of new buildings scarcer. This double restriction leads to an increase in prices in land

and property markets, that is even greater than the demand is inelastic to price. Second, the amenity effect acts on the demand side. By freezing land use (even temporarily), zoning stabilises or generates land use externalities. These two external effects, which are comparable to local public goods, are then capitalised in land and property values. Zoning decisions produce localized amenities related to the presence of "open spaces", defined as unbuilt areas. Open space brings numerous benefits: views, recreational space, protection of wild species, and sensation of privacy... The majority of studies agree on the existence of an "open space premium" capitalised in land and property prices. The values estimated for the premium are, however, very heterogeneous, since they depend on the service provided by open spaces that are themselves heterogeneous by nature.

A major hypothesis of the paper is that the value of open spaces depends on both the type of service they currently provide and their anticipated future uses. It is well established that the price of housing has a significant anticipated component, because it represents the sum of the actualised expected benefits of its owner. It thus includes both the current and future amenities offered by neighbouring open spaces, the latter depending on a possible conversion to another use. It is thus appropriate to consider not only the current use of land, but also its anticipated use, as defined in planning restrictions such as zoning. The added value from permanent open spaces is assumed to be higher than that from temporary open spaces because the source of external effects is longer-lasting.

The originality of this paper is twofold. Firstly we estimate, using a spatial hedonic model, the premium associated with the combined effect of current land-use (recreational or productive) and zoning regulations of these different uses, reflected by constructability restrictions. The data are compiled from three different sources. The primary dataset is made up of individual sales transactions between 2000 and 2010, derived from the PERVAL and DVF real-estate lawyers' database. This includes extensive information on each property's characteristics, enabling geolocalization at the parcel level. Moreover, the variables of interest combining land uses and type of zoning are computed thanks to the superposition of the Coastal Land Use layer (identifying land uses in 2000 and 2009 along the south-west french coast) and the

digitalized zoning restrictions in 2000 and 2010 provided by local governments. Thanks to the French system of land-use zoning, we are able to take into account the type of future urbanisation (dispersed or dense) when the land is buildable, and the type of use (natural or exploited open space) when it is unbuildable. To better control for endogeneity issues, we also use a quasi-natural experiment framework in order to test the impact of changes in zoning regulations between 2000 and 2010 on land prices, using double differences and matching methods to address sources of bias in identifying impacts.

The results of both approaches confirm the strong diversity of premiums associated with the presence of open spaces, and the significant impact of changes in zoning in the valuation of open spaces on the land market.

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Downtowns vitality: issues of urban space and public policies in the US and Brazil

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Downtown revitalization continues to be a concern in urban planning worldwide. In the dynamics of urban transformation, city centers have gone through several stages, ranging from moments of strong growth, followed by decentralization processes, and the displacement of population and key economic activities. Downtowns have also faced the competition with new consumption and employment centralities outside the urban core. All these tensions have resulted on the weakening of downtown areas, leading to many socio-spatial transformations through time. While this is a global phenomenon, particularities, a focus of attention in planning, have varied depending on cultural patterns, and social, spatial and economic contexts. In the case of North American cities, the strong process of suburbanization along with the specialization of the CBD (Central Business District) in commercial and management services, among other factors have resulted on the de-population of downtowns. While Latin American downtown areas also went through increasing decay, socio-economic and cultural factors differ markedly from the North American case; for example, there has been a persistent willingness of high-income families to live downtown as symbol of status, or the fast growth of peripheral areas without infrastructure mainly occupied by the lowest income groups, or an observed lower mobility of the population (compared to the US). Different traditions of governance, regulations and community engagement have led to different approaches on downtown revitalization policies in cities.

In this broad context, the objective of this paper is to analyze what are the main similarities and differences in contemporary downtown revitalization efforts in North

and Latin America. Specifically, this paper proposes an in-depth comparative study between two cities: one in the US, Bryan/College Station, Texas, and one in Brazil, Porto Alegre, Rio Grande do Sul. Our methodological approach deals with a two level analysis: socio-spatial issues and the public policies for downtowns.

After a comprehensive literature review focusing on the role of downtown in North and Latin American cities, we pinpoint the main differences (and similarities) in the planning policies and processes on land use regulation and downtown revitalization efforts in the US and Brazil. Our main contribution is on the empirical study of these two cases, Porto Alegre and Bryan/College Station. First, the paper seeks to contextualize the two cities presenting their urban evolution processes, highlighting the way both downtown areas became to be what they are today. The analysis of socio-spatial issues is based on a spatial analysis of land uses, socio-economic patterns of residents and businesses, and natural and cultural landscape qualities of downtown area. Then the paper presents an analysis of the main urban planning policies aiming at downtown revitalization in the two cities. In Porto Alegre the paper focuses on two key programs: 1) a federal (Ministry of Culture) program called “*Monumenta*”, whose objective was to combine restoration and preservation of historical heritage with economic development; 2) a municipal project called “*Viva o Centro*” (*Downtown Alive*) with the objective of improving livability in downtown. In the case of Bryan /College Station we focus on: 1) the “*Main Street Program*” as it is applied in the Texas context along with the Texas Historical Commission with the objective of both preserve the national heritage and revitalize life and economic activity in downtown small and medium cities; 2) the second focus of analysis will be on a public private partnership (PPP) organization called *Bryan Downtown Historical Commission* that recently succeeded on obtaining the designation of “cultural district” to Bryan Downtown.

As some of the main findings, we can highlight the importance of socio-spatial issues in the vitality of downtowns. Both cities have suffered loss of high income population, but the dimension and impact of this in each case was different. In the case of Porto Alegre, middle income groups live in downtown with high residential densities, taking advantage of the presence of a hub of public transportation, and concentration of employment and commerce. In the case of Bryan/College Station (BCS) there is a

lack of public transportation, weak commerce and low density residential uses. Our analysis also shows the importance of the qualities of downtown landscape (natural and cultural) in their potential vitality. Both downtowns have historic heritage, in terms of relevant buildings and urban spaces, but downtown Porto Alegre has also natural landscape qualities, such as the waterfront to the lake Guaíba and a hilly topography that adds value and significance to the area as it a panoramic views of the city and the surrounding lake.

From the planning policies analysis, we find that both cities are making efforts to revitalize their downtowns with the participation of various agents, both at the national and local levels. In Bryan, the strong participation of the local community seems to be making strong impact on the success of its revitalization process. However, the conurbation between Bryan and College Station generates a kind of competition between the two cities, tending to weaken downtown Bryan. Further, both in BCS and in Porto Alegre, downtowns are expected to develop new roles in global economy, which, in some cases, may lead to new tensions and disputes between agents. In both cities we observe a level of displacement and re-location of population. The initial de-population of downtown areas in the US is now reverted by the re-investment in infrastructure, facilities and as a result a more affluent population is going back to city centers. This “gentrification” process is, to say the least, controversial as it reinforces a pattern of segregation in downtowns.

The paper ends highlighting the importance of studies like this, to better understand the complex dynamic of downtowns and to identify new ways of managing their growth and transformation.

Institutional mechanisms and policy frameworks for social infrastructure planning in Bogotá: the master plan as land policy tool

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keywords: Spatial Policies, Land use planning, Infrastructure Master Plan, Inequality, Inclusion, Bogota.

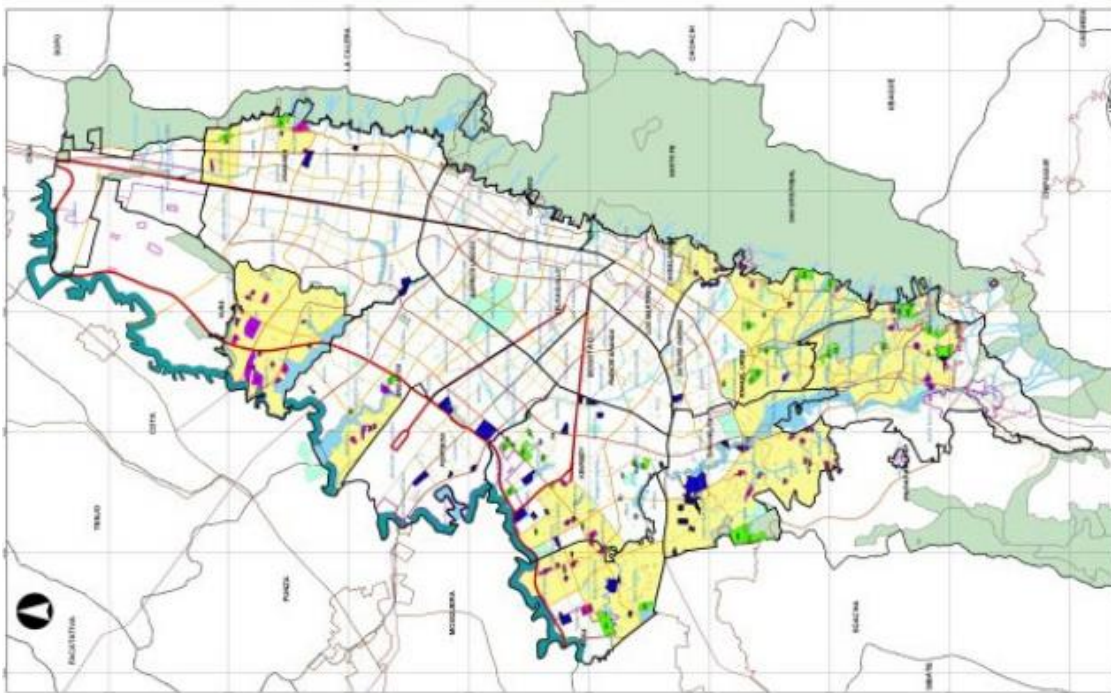


Figure 01: Masterplan of Educative Infrastructures - Land allocation in the short, medium and long run in Bogota.

Source: <http://es.slideshare.net/fparra123/decreto-449-06-plan-maestro-de-equipamientos-educativos>

Following the development tendency seen during the last 65 years in Latin America, the Colombian population has been concentrated in urban poles in a rapid “urbanization process”. While this exponential growth tendency has influenced several positive economic effects but also several negative environmental impacts, it has not been successful per se in reducing social and spatial inequalities, questioning the effectiveness of policy making institutions particularly in guarantee equivalent spatial distribution and access to social and human resources as education, health, justice, security and/or even trade for urban citizens. Only in Bogota, and according to the mayor Office in 2003 mostly 55,3% of the city’s population, almost 3.5 million inhabitant, where living in absolute poverty.

Thus, instead of “urbanized environments” these growth processes have stimulated highly dense and segregated “agglomerated fragments” with an unbalanced distribution of social services and discontinuous infrastructure networks which have contributed to positioning Latin American, and especially Colombian cities, as some of the most unequal places in the world. *“One thing is clear: Latin American nations continue to wrestle with many of the same problems they have wrestled with for decades- uneven growth with high levels of poverty and the world’s highest levels of inequality; ineffective state institutions that deliver limited benefits to often a highly restricted minority of the population”.*¹

Nevertheless, evidence from Colombian institutional efforts to update, redistribute and articulate infrastructure systems during the last 15 years in Bogota, show some innovative mechanisms and policy tools such as the Infrastructure Master Plans, intended to achieve socio-spatial inclusion and promoting more equitable built environments as well as to promote territorial cohesion and respect to the environmental structures of the territory.

Hence, this paper examines the institutional mechanisms and policy frameworks used for primary (public services) and social infrastructure planning in Bogota, and how “hybrid strategic - land use planning tools” as the 17 different Master Plans

¹ Kingstone, Peter. (2011). The Political Economy of Latin America. Reflections on neoliberalism and development. Routledge New York, NY

adopted in the city since 2006 and intended for the next 20 years, has been transformed into spatial policies used to guide and determine allocation, distribution, capacity, as well as some of the specific spatial features of the facilities and networks itself.

Although the report aims to understand and summarizes the whole picture of the policy framework regarding infrastructure planning in the city, it will focus on 5 social infrastructure systems and its master plans with regard to health, education, culture, sport and recreation as well as security, defense and justice.

Therefore, the main objective of this paper is to answer 3 main questions regarding these spatial policy instruments and its land use planning influences in Bogotá's latest development process:

- How do the Master Plans articulate the final spatial and physical desirable scenarios of implementation at the neighborhood scales together with the urban and metropolitan goals established by the Bogotá's Territorial Ordering Plan (P.O.T. Plan de Ordenamiento Territorial) which is in fact the main Land Use Act of the city?
- How do the city's institutional mechanisms work to assure implementation of the plans? What institutional actors are involved in these processes and which driving forces can be identified dragging or slowing it down?
- What impacts have been triggered in those districts and communities where new infrastructures were allocated? How does spatial inequality as well as other social indicators have behaved during the last years in the city?

Methodologically the research analyses primary and secondary sources to come to the conclusions, including original information received by the institutions in charge of the projects. It also recalls its own sources and experiences as long as the research author worked professionally in Bogotá at some of the implemented projects between 2004 and 2005.

The relevance of the topic lies in the urgent actions Latin American agglomerations have to undertake during the following years to undermine the high

levels of spatial and social disparities and segregation which have placed the continent as the most unequal region in the world (UN Habitat 2012).²

Following Edward W. Soja concept of Spatial Justice, the paper aims to contribute in understand spatial policy tools implemented and effective in reducing the big social gap of development opportunities between different socio economical groups living in the same city, and in encourage territorial cohesion. *“Thinking spatially about justice not only enriches our theoretical understanding, it can uncover significant new insights that extend our practical knowledge into more effective actions to achieve greater justice and democracy.”*³

² ONU HABITAT (2012). Estado de las ciudades de America Latina y el caribe 2012 [online] Available at: <http://www.unhabitat.org/pmss/listItemDetails.aspx?publicationID=3380> . Accessed 12 07 2015.

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Densifying Johannesburg: resilient, sustainable, inclusive?

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The idea of compacting cities and limiting sprawl has become a predominant policy prescription among international agencies and in many countries and cities. Dense, compact cities are seen as more resilient, vibrant, diverse, inclusive, and sustainable. There has been intense debate over these claims (see UN-Habitat, 2009 for a summary), and several authors argue that dominant spatial trends are moving in opposite directions, undermining the plausibility of these policies. In particular, Angel (2010) shows that densities are declining in most cities studied internationally. Johannesburg in South Africa however is an exception, as it has densified since the 1980s, in part reflecting the collapse of controls associated with apartheid and modernist planning. In Johannesburg, densification is relatively moderate in most areas, and has also gone along with further expansion on the edges, albeit at higher densities than in the past. Patterns of densification however vary across the city, and there are even some areas that are dedensifying. Johannesburg is not unique amongst South African cities, although trends are more pronounced there, reflecting its position as the dominant economic centre in the country.

Reacting to the inequalities and inefficiencies associated with sprawling apartheid cities, and in line with policy prescriptions internationally, post-apartheid planning has emphasised urban densification and compaction. Policies centre on urban infill, densification around corridors, and reducing regulatory constraints on densification. While these policies might be having some influence, they have not for the most part driven densification, which has largely occurred through both formal and informal market processes, often in ways that are unforeseen and sometimes contrary

to city policies. Densification takes different forms across the city, with varying consequences. This variation offers the opportunity to assess the claims of densification policy, and also their appropriateness.

This paper draws on four case studies (Todes et al, 2015) to explore the effects that densification is having in the city, showing how diverse, complex and contingent it often is, presenting a contextually situated mix of benefits and challenges. Standardised policy prescriptions have little value in this context. The areas examined include: Hillbrow, a high-rise suburb in the inner city; Bram Fischerville, developed in the post-apartheid era as a low-cost 'RDP' housing project, and on the edges of the Soweto, a 'township' once reserved for black African people; Houghton, an upper income former 'white' suburb; and North Riding, where clusters of middle-income gated housing estates in the north of the city have developed since the 1990s. In all of the case studies, densification is driven largely by economic or market forces and is happening because the localities are attractively located for at least segments of the population, meeting needs that are responsive to the characteristics and expectations of these groups.

There are clear positives. In Bram Fischerville densification processes have transformed the suburb from a monotonous, mainly residential settlement, to a more vibrant mixed use one, with diverse identities and senses of place developing in different parts of the community. Hillbrow conforms to several of the claims put forward by advocates of densification policy – high levels of accessibility at low cost, a diverse environment offering economic opportunities. The area is increasingly stabilising from a transient to a more permanent community; North Riding provides young professionals with an affordable entry point to the property market, while offering a sense of safety for its residents. Importantly, too, the suburb is catering to a racially diverse middle class that is growing in South Africa. Houghton, which is changing at the slowest rate of the four case studies, is seeing demographic and economic diversification, although it is still considered an 'elite' suburb, and remains high income. There are also negatives. In most cases infrastructure and social services have not been upgraded to accommodate increasing populations. Densification is also associated in some cases with overcrowding and growing management challenges.

The paper considers these experiences of densification for the debate and for policy. It suggests that greater engagement with actual dynamics of densification and a deeper understanding of the decisions of ordinary people are critical in developing appropriate policies.

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Potential areas of determination for urban sprawl through analysis of multi-criteria – the urban planning experience of Mateus Leme/MG

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This article presents the methodological experience in the application of GIS techniques in mapping and analysis of potential areas for Urban Sprawl in the city of Mateus Leme, belonging to the metropolitan region of Belo Horizonte (MRBH). This experience occurred in 2014 from a technical cooperation agreement between the city of Mateus Leme, the Metropolitan Agency RMBH and the prosecutor of Minas Gerais, for the preparation of the Specific Project of Urban Sprawl (SPUS) of Mateus Leme. To eliminate the fragmented treatment and control the occupation of the territory to ensure integrated management, including risks and natural disasters, Law nº. 12.608/2012 establishing the National Policy of Protection and Civil Defense amended the City Charter, Law nº. 10.257/2001, creating the Article 42 -B, which has required municipalities wishing to extend its city limits, after the date of publication of the law, the drafting of a SPUS. The study was developed in GIS environment (Geographic Information Systems) and used a relational database to store the information and attributes of geographic objects (in tables) and files, to save the geometric representations of these objects (spatial representations) provided that the crossings between variables (Analysis of multi-criteria) resulting in land potential areas for Urban Sprawl. This result supported the discussion and the proposed new perimeter of Urban Sprawl of the city.

1 INTRODUCTION

The sustainable development of a municipality is directly associated with the planning and management of resources of its territory and its population. The territorial planning aims to define the best way to engage a city, defining basic and potential parameters, uses, regions and making a democratic access to available resources.

The basic tool of the urban development policy, which gives the municipality the guidelines and policies needed for sustainable development is the Master Plan. This instrument was defined by the Constitution (BRASIL, 1988) and regulated by Federal Law No.10.257, of July 10, 2001, known as the City Statute, which established a period of five years from its publication for approval or revision of Master Plans by municipalities.

After approval of master plans, many municipalities started to give a fragmented treatment the formal process of urban sprawl, disregarding the boundaries of urban perimeters defined in their plans. Determining the areas of urban sprawl ceased to be conducted in the public interest and is now directed by the particular interest of entrepreneurs and landowners. This practice is not considering the infrastructure capacity and the impact of peripheral occupations.

In order to eliminate the fragmented treatment and control the occupation of the territory to ensure integrated management, including risks and natural disasters, Law No. 12,608, 2012 establishing the National Policy on Protection and Civil Defence, also changed the City Statute, creating Article 42b, which has required municipalities wishing to extend its city limits, preparing a Specific Project of Urban Sprawl (SPUS). The specific project is therefore a *sine qua non* condition for the approval of new urban sprawl projects since 2012, and should be considered as an inclusion in the Master Plan of the municipality and shall fully make use of its provisions and instruments.

The municipality of Mateus Leme - MG became part of the metropolitan region of Belo Horizonte (MRBH) in 1989 (IBGE, 2010). From this integration the city showed a significant growth process of urban settlement, which was mainly along the state highway MG-050, which crosses the city from east to west direction. Urban growth disregarded the presence of important natural resources such as springs, forests and soil, and over the years has generated significant environmental impacts in the region.

Furthermore, in 2013 the council approved the Law No. 2632 which amended the city limits without performing SPUS, being the same revoked in 2014 on the recommendation of the Metropolitan Agency MRBH and prosecutors of Minas Gerais.

To rethink the urban sprawl areas and the delineation of a new urban area, the municipality entered into with the State a technical cooperation agreement to facilitate the studies and analyzes that could support the discussions. Given the short time frame for the development of studies, the technical team chose to use geoprocessing techniques for the handling of spatial data.

2 OBJECTIVES

The overall objective is to analyze and discuss contemporary methods of physical-territorial organization that use GIS as a tool for improvement in understanding and reading of the city.

In addition, it sought to investigate the relevant variables in the territorial analysis to propose a robust collection capable of general application; test spatial analysis modeling techniques in SIG; simulate an urban macro-zoning for the study object highlighting and ordering the priority areas for urban sprawl, environmental preservation and special duty; compare the current zoning with prepared by the methodology applied in this research; validate the application of the methodology as support for the development of SPUS; and expand the view of the city to ensure propositions of policies consistent with the collective interest.

3 METHODOLOGY

The application of GIS in the municipality SPUS of Mateus Leme was established for three methodological stages: the development of a database of geographic data and definition of the relevant variables, advanced analysis in a GIS environment and execution of crossings for the preparation of synthesis maps.

The first step was the analysis of secondary data represented by public and official cartographic databases. From there it selected the relevant cartographic databases for the study of urban sprawl and development of a geographic database with mapping of variables, here called thematic mapping. The variables were organized by themes, received an identification number (ID) and resulted in 28 thematic maps. The thematic mapping represented the spatial distribution of topics and

conditions, which besides allowing loose analysis also allowed the generation of new knowledge on related areas, either by simple overlay thematic or map algebra.

The second stage included the crossing of thematic maps in GIS (Geographic Information Systems) through the Analysis of multi-criteria for analytical purposes, ie the crossing and the algebra of maps that allowed uniting themes related or striking each other and generate integrated information to generate knowledge on specific issues. The Analysis of multi-criteria, also known as Weight Hierarchical Analysis, which according to Moura (2007, p. 2900) is well suited for the use of geotechnology in creating variables synthesis aimed at identifying priority areas for some phenomenon or geographical arrangement . This analysis of multi-criteria it is an image overlay technique that have a common scale for diverse and different issues, with the aim of creating an integrated analysis. In this sense, the analysis of multi-criteria allows to take all these issues into account, through the reclassification of amounts of files used to a common scale for availability or preference, potential or similarity.

Finally, the third stage consisted of mapping synthesis, which enabled the determination and understanding of the potential vectors for urban sprawl. Analysis and validation of the results were made from public hearings, discussion groups and field trips for sampling for reality check.

4 RESULTS

The analysis should assess not only the conditions of urban sprawl from the point of view of its environmental suitability and respect the constraints of legislation on areas of permanent protection, as also the treatment given so means methodological gain, since the processes can be adopted for other municipal diagnostics.

The synthesis maps allow zoning compliance reviews and land use, priority vectors for investment, potential areas for occupation and the map overview of the potential of urban sprawl.

The production of this study revealed that as well as an important tool to aid decision-making, analysis of multi-criteria applied in a multidisciplinary way with the contribution of each specialist allows for more consistent results with the complexity of local dynamics.

The possibilities for analyzes and reflections that can still be built, in order to support decision making for territorial planning area, are many. With the construction of a methodology that aggregates various techniques and tools can determine the readings of urban space and move in interpreting the results. This study aimed to present the experience of a municipality that making use of geoprocessing techniques for the planning of its urban sprawl, managed to conduct a study of low cost and in an expeditious time frame.

The refinement of techniques and clustering methods should be conducted to make increasingly reading the available urban space and democratic decisions. Therefore, the use of geoprocessing tools that didactically spatialize environmental and urban issues should be encouraged and seen as a powerful tool for planning and urban management for municipal government.

Therefore, it is suggested as a methodological complement to studies of determination of areas for urban sprawl, the modeling of urban sprawl in order to simulate a predictive scenario, which would address some possibilities of analysis not formalized the process carried out in 2014 in the municipality. With this, you will set yourself a strong support base for decision-making on large scales.

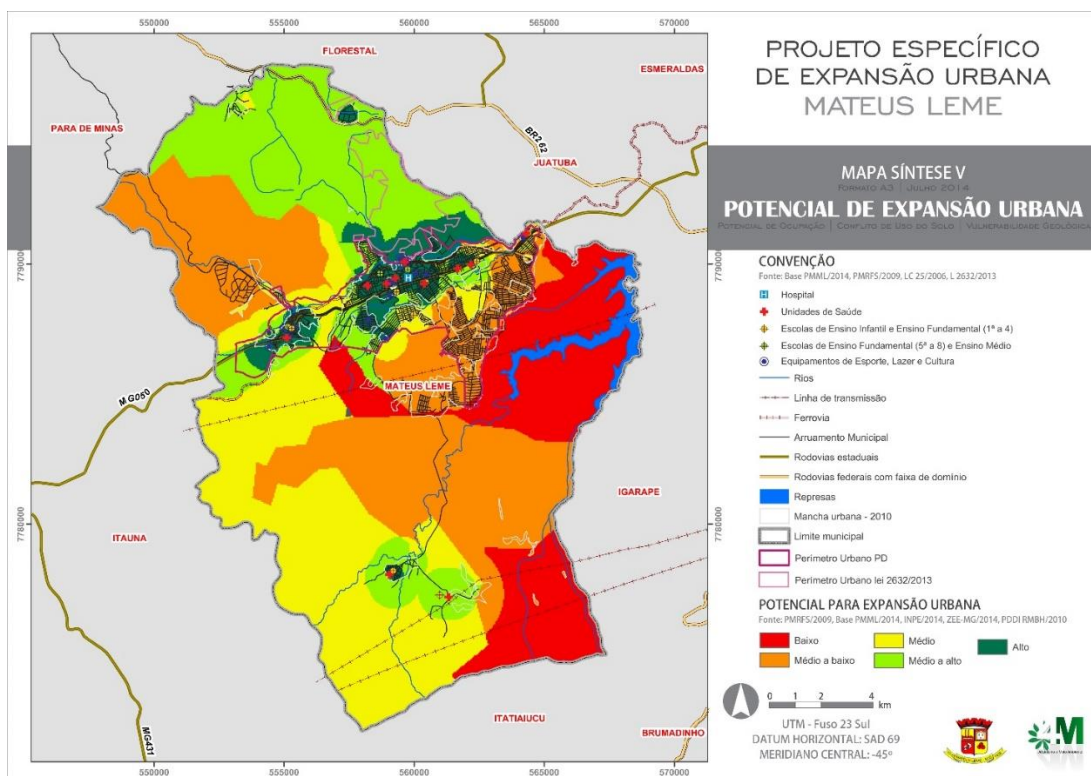


Figure 1 – Map of potential areas for urban sprawl in the city of Mateus Leme. Being areas in red the least conducive to urban sprawl, followed by orange, yellow, light green and dark green, the latter one being the areas with greatest potential for urban sprawl.

Authorship: Mateus Leme, 2014.

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Geobia approach for urban land use mapping: random forests and spatial metrics relationship for Ciudad Juarez, Chihuahua, Mexico

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Since 2007 half of the world inhabitants have been living in urban areas; and by the year 2050 is projected that the urban population will surpass 60% of the total world population (United Nations, 2014; 2015). This expansion is most likely to happen in developing countries (Graizbord, 2007). Some of these countries do not count with the resources to cope with this growing social phenomenon, thus causing segregation, slums, deficiency of infrastructure, social inequality and uncontrollable sprawl. This has become one of the main challenges for those countries all over the world that have been working on solutions to provide acceptable conditions and quality of life for the growing population in urban areas. The demographic growth has indeed raised many concerns such as, environmental, economic, hydrological, heat fluxes, micro-climatic, violence, irregular settlements, visual, sound, air and water pollution, social and psychological issues.

The main objective of this paper is to apply a novel method to extract the urban land use from remotely sensed images. This is due to the fact that there is a need to improve methodologies that can update and identify the constant complex changing patterns and spatial development of urban areas.

The central tool for good urban planning is the map of land use; however, their production is largely based in visual interpretation and census data, which in most cases, the time and money invested is very high. Currently, the processes to obtain these tools in developing countries are languid and costly, primarily because they tend

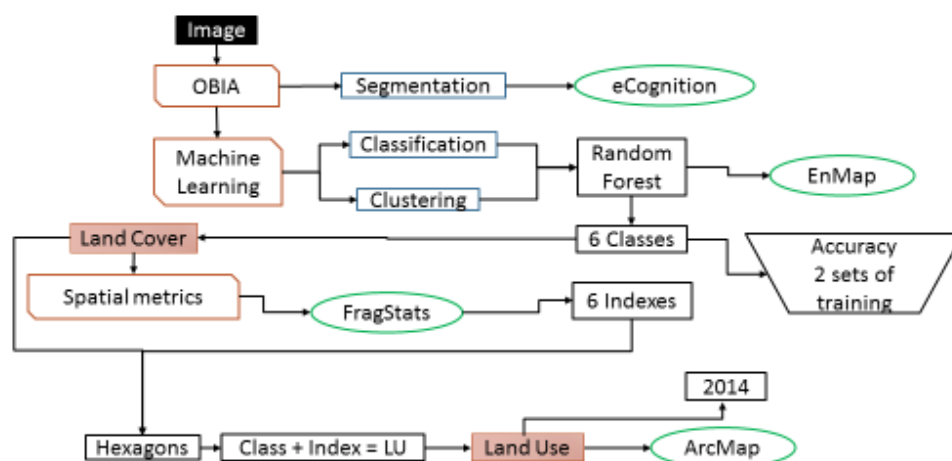
to rely on census data. Additionally, the environment of a city is moving relentlessly. The shape, size, land cover, land use and transport are changing constantly, making the periodicity of the national census information not capable for immediate response. Technologies such as remote sensing and geographic information science combined with new methodologies based on spatial metrics and deep learning can aid in the production of high quality land use map with trustworthy accuracy reliably and expeditiously (Berger, Voltersen, Hese, Walde, & Schmullius, 2012; Maeyer, Sotiaux, & Wolff, 2010; Herold, Meinel, Hecht, & Csaplovics, 2012; Hoffmann, Strobl, Blaschke, & Kux, 2008; Novack, Kux, Feitosa, & Costa, 2010).

While remote sensing has been making a constant progress with the use of better sensors and technology, the classifications are still based on concepts established over thirty years ago and most of them are based on pixels and not in objects (Blaschke, et al., 2000). Nowadays there is enough evidence that classification for urban areas must be done with an object based approach (Bakos, Lisini, Trianni, & Gamba, 2013; Chen, Hay, Carvalho, & Wulder, 2012; Dezso, Fekete, Gera, Giachetta, & Laszlo, 2012; Hu & Wang, 2013; Pu, Landry, & Yu, 2011; Tomljenovic, 2012; Zhou & Troy, 2008). GEOBIA involves three phases: segmentation, training and classification (Abbas, 2008; Li & Shao, 2013; Myint, et al., 2011).

This has generated the enthusiasm for Deep learning algorithms in remote sensing because this classification can now be done in minutes instead of days like before. Deep learning is an area of machine learning research. While the term is novel the definition dates from 1950 (Deep Learning, 2014; Bengio, Goodfellow, & Courville, 2015; Wing, 2014). It has been successfully applied in visual classification (Duin, 2012), pedestrian detection (Arnold, Rebecchi, Chevallier, & Paugam-Moisy, 2011), face recognition (Jones, 2014), transport (Hasegawa, Arimura, & Tamura, 2013) and more recently to remote sensing. Random forest being the most popular algorithm because of its simplicity, speed and accuracy. Developed by Breiman (2001) and tested by many nowadays with good results (Kamusoko & Gamba, 2015; Feng, Liu, & Gong, 2015; Rodríguez-Galiano & Chica-Rivas, 2012; Breiman, 2001). Normally the use of this algorithm involves programming languages (Evans, 2014; Breiman, Cutler, Liaw, & Wiener, 2015) but now, thanks to the software EnMAP box, random forests is

accessible to every researcher (Waske, Linden, Oldenburg, & Jakimow, 2012) A good classification it is not enough for a land use map and the spatial metrics can fill that void. These metrics are essential in urban planning and land use mapping. They can measure the structure and arrangement of the urban landscape and they have been tested greatly with acceptable results (Araújo, 2010; Badii & Landeros, 2007; Herold M. , 2004; Herold, Couclelis, & Clarke, 2005; Jaafari, Sakieh, Shabani, Danehkar, & Nazarisamani, 2015; McGarigal, Cushman, & Ene, 2012; Sapena & Ruiz, 2015). Spatial metrics can measure and model the city thus being able to analyze the relationship between the urban density and the land cover map to create a good quality land use map (Kim, 2015).

In this paper we propose a combination of techniques to achieve this, using a GEOBIA approach by means of eCognition software with a WorldView-2 image from Juarez, Mexico of the year 2014 and a machine learning algorithm (random forests using EnMAP box software) to obtain first, the land cover of the city with six classes; dark roof, bright roof, highway, bare soil, vegetation and parking lot). Then, extract the spatial metrics indexes (FRAGSTATS) to understand the relationship between these indexes and the land cover (LPI, TE, ED, CONTAG, CA and TA) to attain the land use map as explained in the next flowchart.



To test the accuracy of the classification two different sets of training are used to compare the results and create the cross validation. For the final land use map the accuracy will be tested against in site data collection.

The results will generate an accurate model of the urban land use for the city of Juarez, Mexico. This map is expected to be an essential asset for urban planners to solve the different issues to be tackled by the government. Once tested the method can be replicated in cities that share similar features with Juarez in developing countries.

The heterogeneity of factors involved in the complex dynamic and the rapid urban growth of the cities is a challenge for the city management and its government. Urban land-use it is not only crucial but, a specific need to know the characteristics of a city in an efficient, accurate and in a timely manner. These characteristics are fundamental to contribute to the improvement of the urban environment and the quality of life of its inhabitants. Currently, the processes to update the government databases are based in visual interpretation and on-screen digitizing using aerial photography, field survey and census data. This method can provide a tool to help the governments to implement strategies to guarantee that the development of the city is sustainable and the benefits communal.

[Number of characters with spaces 6838]

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A novel method for land use mapping for Ciudad Juarez, Chihuahua, Mexico

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Since 2007 half of the world's inhabitants live in urban areas; and by the year 2050 it is projected that the urban population will surpass 60% of the total world population (United Nations, 2014; 2015). This expansion is most likely to happen in developing countries (Graizbord, 2007). Some of these countries do not take into account the resources needed to cope with this growing social phenomenon, thus causing segregation, slums, deficiency of infrastructure, social inequality and uncontrollable sprawl. This has become one of the main challenges for those countries all over the world that have been working on solutions to provide acceptable conditions and quality of life for the growing population in urban areas. The demographic growth has indeed raised many concerns such as, environmental, economic, hydrological, heat fluxes, micro-climatic, violence, irregular settlements, visual, sound, air and water pollution, social and psychological issues.

The main objective of this paper is to apply a novel method to extract the urban land use from remotely sensed images. This method was chosen, as there is a need to improve procedures that can update and identify the constant complex changing patterns and spatial development of urban areas.

The central tool for good urban planning is the map of land use; however, their production is largely based in visual interpretation and census data, which has a high time and money investment. Currently the process to obtain these tools in developing countries is languid and costly, primarily because they tend to rely on census data. Additionally, the environment of a city is moving relentlessly. The shape, size, land cover, land use and transport are constantly fluctuating, making the outdated national

census information not capable of meeting this demand. Technologies such as remote sensing and geographic information science combined with new methodologies based on spatial metrics and deep learning can aid in the production of high quality land use maps with trustworthy accuracy, reliably, and expeditiously (Berger, Voltersen, Hese, Walde, & Schmullius, 2012; Maeyer, Sotiaux, & Wolff, 2010; Herold, Meinel, Hecht, & Csaplovics, 2012; Hoffmann, Strobl, Blaschke, & Kux, 2008; Novack, Kux, Feitosa, & Costa, 2010).

While remote sensing has been making constant progress with the use of better sensors and technology, the classifications are still based on concepts established over thirty years ago and most of them are based on pixels and not objects (Blaschke, et al., 2000). Today, there is enough evidence that classification for urban areas must be done with an object based approach (Bakos, Lisini, Trianni, & Gamba, 2013; Chen, Hay, Carvalho, & Wulder, 2012; Dezso, Fekete, Gera, Giachetta, & Laszlo, 2012; Hu & Wang, 2013; Pu, Landry, & Yu, 2011; Tomljenovic, 2012; Zhou & Troy, 2008). Object based image analysis for remote sensing or GEOBIA, involves three phases: segmentation, training and classification (Abbas, 2008; Li & Shao, 2013; Myint, et al., 2011).

This has generated the enthusiasm for Deep learning algorithms in remote sensing because this classification can now be done in minutes instead of the days which other processes take. These algorithms are from an area of machine learning research known as Deep learning. While the term is novel, the definition dates from 1950 (Deep Learning, 2014; Bengio, Goodfellow, & Courville, 2015; Wing, 2014). It has been successfully applied in visual classification (Duin, 2012), pedestrian detection (Arnold, Rebecchi, Chevallier, & Paugam-Moisy, 2011), face recognition (Jones, 2014), transport (Hasegawa, Arimura, & Tamura, 2013) and more recently to remote sensing. The most popular algorithm known as Random forest is most popular due to its simplicity, speed and accuracy. Developed by Breiman (2001) and tested by many current researchers with good results (Kamusoko & Gamba, 2015; Feng, Liu, & Gong, 2015; Rodríguez-Galiano & Chica-Rivas, 2012; Breiman, 2001). Past use of this algorithm involved programming languages (Evans, 2014; Breiman, Cutler, Liaw, & Wiener, 2015) but now, thanks to the software EnMAP box, random forest is accessible

to every researcher (Waske, Linden, Oldenburg, & Jakimow, 2012) A good classification it is not enough for a land use map and the spatial metrics can fill that void. These metrics are essential in urban planning and land use mapping. They can measure the structure and arrangement of the urban landscape and they have been tested extensively with acceptable results (Araújo, 2010; Badii & Landeros, 2007; Herold M. , 2004; Herold, Couclelis, & Clarke, 2005; Jaafari, Sakieh, Shabani, Danehkar, & Nazarisamani, 2015; McGarigal, Cushman, & Ene, 2012; Sapena & Ruiz, 2015). Spatial metrics can measure and model the city, thus being able to analyze the relationship between the urban density and the land cover map to create a quality land use map (Kim, 2015).

In this paper we propose a combination of techniques to achieve a quality land use map which can be used during urban planning using a GEOBIA approach by means of eCognition software with a WorldView-2 image from Juarez, Mexico from 2014 and a machine learning algorithm (random forests using EnMAP box software). First, the land cover of the city with the six classes of dark roof, bright roof, highway, bare soil, vegetation and parking lot will be obtained. Then, the spatial metrics indexes (FRAGSTATS) will be extracted to understand the relationship between these indexes and the land cover (LPI, TE, ED, CONTAG, CA and TA) to attain the land use map (see Fig. 1).

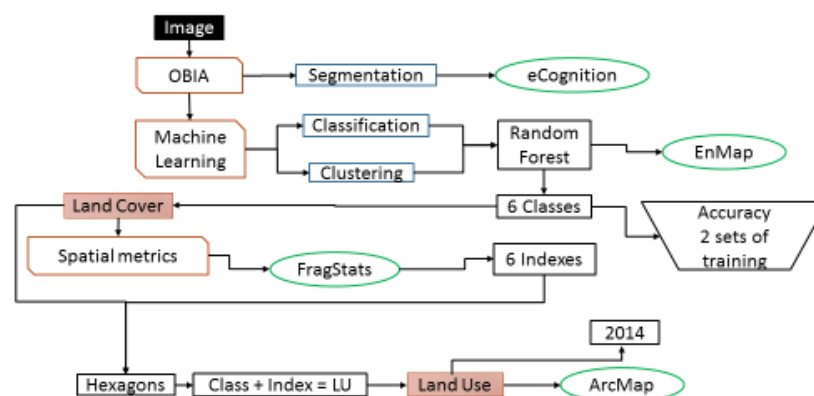


Fig. 1. Flowchart visualizing the process to attain the land use map.

Significance

The heterogeneity of factors involved in the complex dynamic and the rapid urban growth of the cities is a challenge for city managements and governments. Urban

land-use it is not only crucial but needs to be investigated and implemented in an efficient, accurate and in a timely manner so as to not become outdated. These characteristics are fundamental to contribute to the improvement of the urban environment and the quality of life of its inhabitants. Currently, the processes of updating the government databases are based in visual interpretation and on-screen digitizing using aerial photography, field survey and census data. The novel method described here can provide a tool to help the governments to implement strategies to guarantee that the development of the city is sustainable and the benefits communal.

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Urban regulations to [not] control urban growth: the case of Altamira (Pará) between 2000 e 2010

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This study investigates the process of urban growth in Altamira (Pará State) in the period 2000 – 2010 and the effectiveness of planning tools to regulate the growth of the city. The city of Altamira, located in SE Pará State, underwent major territorial changes starting in the 1970s, with the acceleration of the agricultural frontier expansion in the Brazilian Amazon. New forms of occupation were juxtaposed to urban structures inherited from previous periods concomitantly with the city expansion. During the 1970s, its urban population grew at a rate of 16% per year. In subsequent decades, growth rates decreased, reaching an average of 3% per year between 2000 and 2010. In recent years, the construction of the Belo Monte hydroelectric power plant can be associated with new transformations in the city.

Data integration - satellite imagery, orthophotos, field data and census data - is performed for the identification and analysis of the city structure and its expansion between 2000 and 2010. The main elements of urban structure are the regional roads and access corridors with industrial plants, high-income neighborhoods and natural attraction (Xingu River). Secondary elements of the urban structure are the central and sub-central district for commerce and services, and the majority of residential neighborhoods.

During this period, the urban structure, considered as the fundamental factors affecting the location of activities in Altamira, has not changed. Nevertheless, it was observed an expansion of high-income neighborhoods toward SW, along Xingu River. The main center appeared to expand itself towards this southwestern sector. For

low-income classes, the legal expansion took place mostly along regional roads and access corridors. The exception was the Santa Benedita housing project, built with federal funds from “Minha Casa Minha Vida” (“My house, my life”) program. It was designed for 1000 houses in a 30 hectares area, approximately 1 km distant from federal Transamazônica road (BR-230), the closest access to downtown.

Illegal urban occupation increased along Ambé, Altamira, and Panelas creeks, periodically flooded areas where houses are made of wood and dwellers circulate on “estivas” - elevated wooden passageways. These areas are planned to be converted into parks and their inhabitants to be removed because of the creation of Belo Monte reservoir, resulting in the need for replacing these areas population. If illegal occupations take place in many cities in Brazil due to perverse interaction between social-economic processes, planning options, urban policies and political practices, in Altamira these factors were reinforced by the expectation of some advantages for those people living in areas affected by the Belo Monte reservoir.

In the meantime, new laws were approved to regulate and give guidelines for urban expansion and development, in particular, the city’s Master Plan and two different laws defining the “Legal Urban Area”. The main conclusion of this study is that these laws were not effective in assuring a rational and controlled urban development.

Excluding the Xingu river and Arapujá island, legal urban area in Altamira raised 85% between 2000 and 2010 (from 3.714 ha to 6.885 ha). Impervious surfaces and bare soil areas raised 40%, population raised 24%, both less than the legal urban area. In 2000, almost 75% of legal urban area was unoccupied; in 2010, it was 81%. Not only urban legislation was ineffective but it also created a distortion in the territory, expanding areas allowed for urbanization, and not inducing high density occupation of already developed sectors. New legal urban areas were in part occupied with neighborhoods developed by the public and private sectors, which contributes to urban sprawl, creating new demands for public investment to provide infrastructure systems and social equipments.

A final reflection is made on how – or whether – urban regulations could be used to control urban growth, considering all attention and investment received by

Altamira since the 1970s, and the expertise accumulated in Brazil regarding urban impacts caused by hydroelectric power plants.

The urban expansion forms and the director plan – the case of Maceió, Alagoas, Brazil between 1980 and 2000

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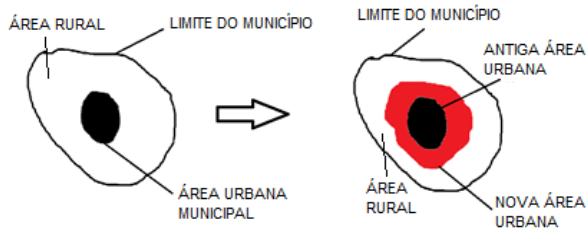
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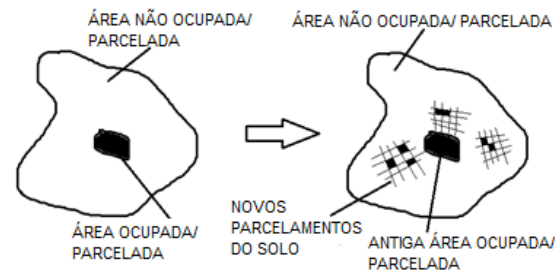
The urban expansion is a process related with population growth, considering that more the population increases, more space is needed to accommodate it. Despite that, the result of this process is reflected at the urban tissue at territorial dimension, in other words, it physically increases the tissue of the city. Because of that, at this paper, this process will be nominated urban territorial growth. The urban territorial growth process can be happened by three different forms: (i) by urban perimeter extension, (ii) by land subdivision and (iii) by built stain extension. The first and second forms are extensive processes, namely the principal characteristic is the extension of urban land use and occupation, nominated here extensive urban territorial growth. On the other hand, the third form is an intensive process, which intensifies the urban land use and occupation, nominated here intensive urban territorial growth.

The urban territorial growth by urban perimeter extension (picture 1) consists in a modification of the official limits of the city, by the conversion of rural areas at new urban areas (NASCIMENTO e MATIAS, 2011, p.70). The urban land subdivision (picture 2) consists at the division of not occupied lands in smaller lots, usually for the commercial finality. This is the principal form of urban expansion (SILVA, OLIVEIRA, SOARES, 2011, p.7). The urban territorial growth by built stain extension is related with the density increases inside urban perimeter. When the urban area still have vacate lands and this lands are occupied, there is an urban built stain extension (COPQUE, 2011, p.706) without modification of the urban perimeter.

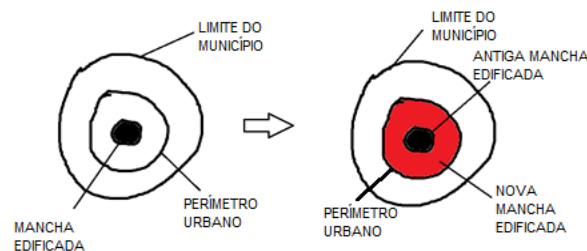
Picture 1: Urban territorial growth by urban perimeter extension scheme.



Picture 2: Urban territorial growth by land subdivision scheme.



Picture 3: Urban territorial growth by built stain extension scheme.

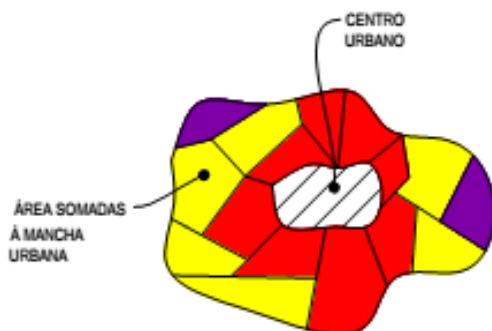


From these three forms are derived seven types of urban territorial growth: (i) extensive growth by new areas sum to the urban stain and (ii) extensive growth by concentric rings derived from urban territorial growth by urban perimeter extension; (iii) extensive growth by urban dispersion, (iv) extensive growth by urban diffusion and (v) tentacular extensive growth are derived from urban territorial growth by lands subdivisions; (vi) central intensive growth and (vii) peripheral intensive growth are derived from urban territorial growth by built stain extension.

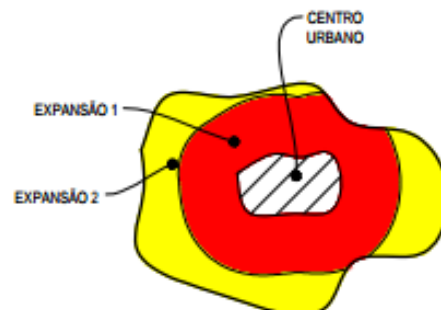
The extensive growth by new areas sum to the urban stain (picture 4) characterized for the addition of new areas to the existent urban tissue, principally by the transition of rural lands to urban (NASCIMENTO e MATIAS, 2011, p.68), by modification of urban perimeter (NASCIMENTO e MATIAS, 2011, p.71) or creation of new districts (SANTOS, 2012, p.265). The extensive growth by concentric rings (picture 5) represents a radial growth as from center (PORTELLA, et al, 2013, p.7), in

which a new ring is only occupied when the last one would be saturated. The extensive growth by urban dispersion (picture 6) characterized by propagation of different dimensions urban centers by urban territory (BENTES, 2010, p.1) and that have relative independence of the urban center. The extensive growth by urban diffusion (picture 7) characterized by propagation of urban agglomerations just residencial, that's depends of urban centers. The tentacular extensive growth (picture 8) characterized by occupation according to roads system, in which the roads are urban territorial growth vectors (BRITO e SOUZA, 2005, p.54). The central intensive growth (picture 9) characterized by density increases at the urban center. The peripheral intensive growth (picture 10) characterized by density increases at marginal areas.

Picture 4: Extensive urban territorial growth by new areas sum to the urban stain scheme.

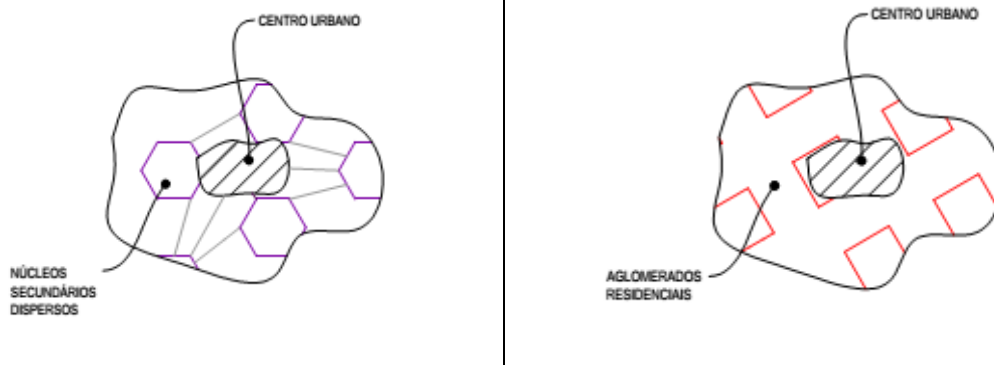


Picture 5: Extensive urban territorial growth by concentric rings scheme.

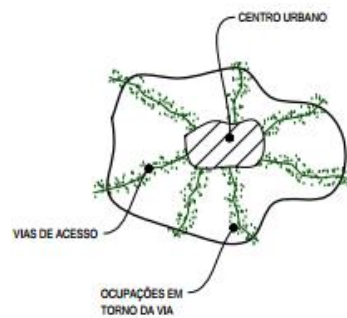


Picture 6: Extensive urban territorial growth by urban dispersion scheme.

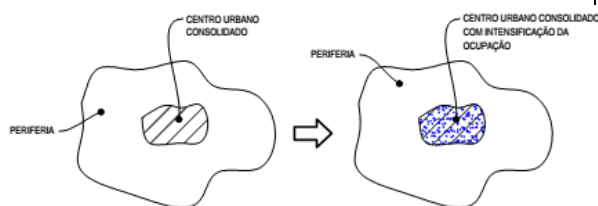
Picture 7: Extensive urban territorial growth by urban diffusion scheme.



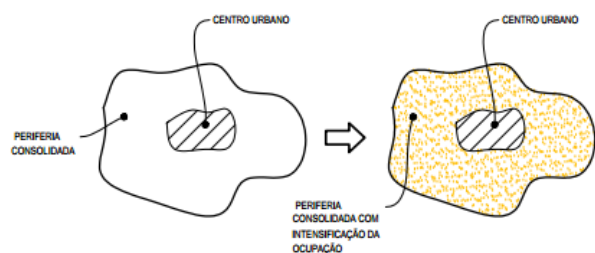
Picture 8: Tentacular extensive urban territorial growth scheme.



Picture 9: Central intensive urban territorial growth scheme.



Picture 10: Peripheral intensive urban territorial growth scheme.



Every city can have its urban territorial growth process according to one or more forms and/or types of growth. In function of the form/type of growth the result in terms of urban space organization would be different.

The urban territorial growth must be regulated by the municipal Director Plan (PD), the principal urban legislation that plans the urban land use and occupation of the cities. It's the urban development and expansion basic instrument.

The PD have established like obligatory for cities with population more 20.000 habitants by article 182 of Brazilian Federal Constitution of 1988 (CF/88) and strengthened by *Estatuto da Cidade*¹ (EC) in 2001. Other conditions of obligatory have been included, like that: cities belonging to metropolitan areas and urban agglomerations; touristic cities; cities that wants use the instruments defined at §4º of art. 182 of CF/88 and cities located in areas of developments influence or significant environmental impact activities at regional or national level.

So, considering that the PD is the legislation responsible for regulate the urban land use and occupation, its territorial growth and development, the forms and types of territorial growth must be, even implicitly, defined at its text.

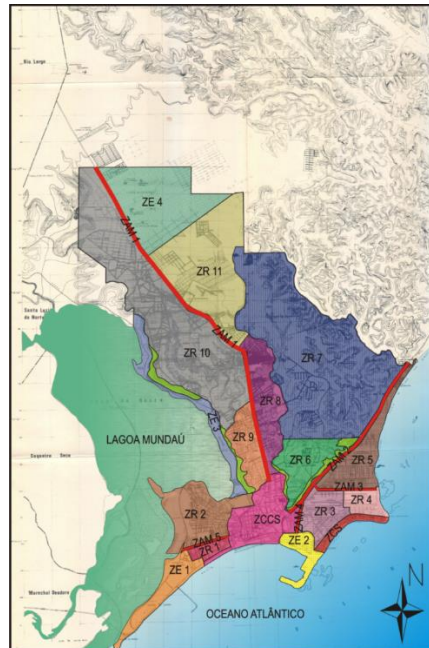
Maceió, capital of the state of Alagoas at northeast of Brazil and empiric referencial of this paper, has a PD date of 1981, actualized just at 2005, named *Plano de Desenvolvimento de Maceió* (PDM/81). O PDM 81 was designed at the aim of to be a planning instrument to guide the development process through actions that lead the urban occupation, the productive activities development adapting and expanding the urban services and equipments (MACEIÓ/COMPLAN apud LINS, 1999, p.229).

The objective of this paper is describe the urban territorial growth predicted by PDM/81 from 1980 to 2000, using as base the forms and types discusses, resulting at a graphic representation of the planning urban territorial growth.

The PDM/81 presented its proposes for the city based at the urban area zoning (picture 11), compound by 22 urban zones: one Commercial and Services Central Zone (ZCCS), one Commercial and Services Zone (ZCS), eleven Residences Zones (ZR), five Multiple Activities Zones (ZAM) and four Special Zones (ZE).

Figura 11: Zoneamento urbano de Maceió, 1981.

¹ Federal law 10.257 that regulates the municipal Director Plan.



Fonte: PDM, 1981, adaptado pela autora.

For the ZCCS, it have not been suggest modifications, therefore it would not be predict none forms/types of urban growth at this zone. For the ZCS, it have been recommended the implantation of productive activities and verticalization process incentive, so it would be predict the extensive territorial growth by urban dispersion, consequently the form by land subdivision, and peripheral intensive growth, consequently the form by built stain extension.

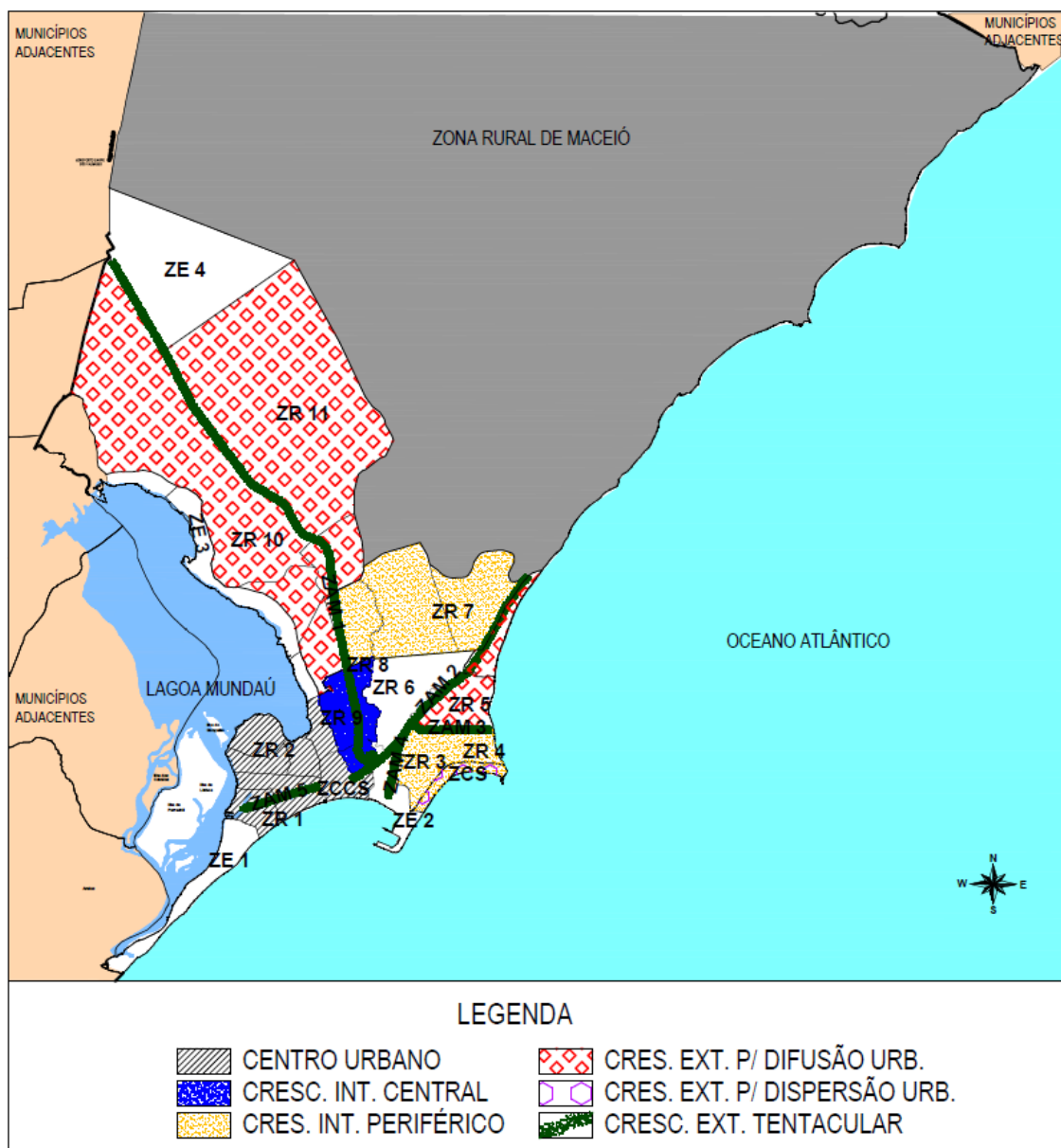
For the ZR 1, 2 and 6, it dad been suggest the density control, implying at a limited growth. For the ZR 3, 4, 7 and 8, it would be suggest the densification by verticalization, implying at a peripheral intensive growth, consequently the form by built stain extension. For the ZR 5, 10 and 11, the suggestion was an horizontal occupation, implying at a extensive growth by urban diffusion, consequently the form by land subdivision. At the ZR 9, the recommendation was densify by verticalization process, implying at a central intensive growth.

For the five ZAM, the general recommendation was the implantation od productive activities, implying at a tentacular extensive growth. And at the four ZE, the recommendation was the occupation restriction, implying at a limited growth.

Therefore, even indirectly, the PDM/81 predicted two forms of urban territorial growth to Maceió between 1980 and 2000. One form was extensive: by land

subdivision through of the types by urban dispersion, by urban diffusion and tentacular. And one form intensive: by built stain extension through of the central and peripheral types (picture 12)

Figura 12: Tipos de crescimento territorial urbano de Maceió previstos no PDM/81, para o período entre 1980 e 2000.



Use the forms and types is a way to look for the urban expansion, a manner that we could see the process graphically. An interest approach is compare the planning

urban territorial growth with the urban territorial growth in fact and discusses the differences and similarities, to understand what extent the plan is usual.

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Empowering ecosystem services: a case study of socio-ecological assets in a developing urban context

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With the ecosystem services (ES) discourse increasingly influencing the design of urban space and the valuation of environmental features (e.g. TEEB 2011), it is important to understand how inhabitants appropriate urban areas in their everyday lives, potentially ‘missing out on’ some ecosystem services but perhaps accessing other, as yet unarticulated benefits and dis-benefits. This paper reports on research that engages in-depth interviews and a walking methodology employing a smart phone app to access the contingent and subjective nature of experienced value of any services or dis-services derived from the environment by humans in two case study areas in the region of Minas Gerais, Brazil. Both case study areas integrate formal and informal settlement, and constitute significant sources of water provision for metropolitan consumption. The paper responds to the following research questions:

What kind of ES are there in the case study areas and at what scale are the benefits from these experienced

- What positive and negative functions of the local environment do the local population identify (directly and indirectly)
- How do these compare with a scientific ES assessment conducted in the same area
- How do these scientifically identified and experienced ES relate to the inhabitants’ overall quality of life and wellbeing
- What are the factors that enable or inhibit individuals from benefitting from the local ES and from appropriating these to contribute towards positive transformations.

The data consists of 15 accompanied app walks recording the participants' experiences of the positive and negative functions of the local environment and of 30 in-depth interviews of stakeholders and inhabitants. In one of the case study areas, the app walks were designed by asking respondents to indicate significant routes (for frequency of use but also for other reasons) and significant locations where the community or fractions of the community congregate, or where they themselves spend time, that were particularly useful for them and that hold symbolic meanings for them. In the other, the app walk route was designed to feature significant ES identified by scientific experts.

Much like Pacione (2003) suggests that environmental quality is experienced as a function of our everyday lives, the analysis of the app walk and interview data yielded a range of ES related benefits and dis-benefits experienced by the inhabitants in the case study areas. While many of the experienced benefits and dis-benefits derive from ecological features, they also hinge on a number of built and design related ones. Crucially, the social context is central to how these features are experienced. Therefore, the data demonstrates how experienced ES and benefits (ESB) are produced by ecological and built elements and assigned a meaning subjectively by residents. This ontology of co-construction (E.g. Murdoch 2001) is central to understanding experienced ES and is reflected in some literature as a distinction into material ES deriving from the ecological categories (provisioning, regulating and supporting) and non-material, cultural ESGB (e.g. Bieling 2014). The findings demonstrate how socio-economic polarisation combines with formal and informal appropriations of local ES which are appropriated into assets and services and engaged into strategies of coping and transformation that are conditioned by personal aspirations and agency and external opportunities. This demonstrates the dispersed operation of power in the developing urban context and highlights opportunities for urban planning and service provision to engage with existing socioecological assets to increase the wellbeing and transformational capacity of challenged urban neighbourhoods. The paper engages DeLanda's (2006) notion of assemblage to demonstrate how ES related benefits and dis-benefits serve a range of functions ranging from those derived by individuals such as health and mental wellbeing to social

benefits or dis benefits derived by communities or other broader groups of individuals or even socio-economic ones, that benefit the economic viability of businesses in a neighbourhood. For example, experienced ESB can be seen as contributing towards 'positive de-territorialisation' (DeLanda 2006) which refers to connections, physical and otherwise, that enable the neighbourhood to establish relations that strengthen and tap into these non-monetary values that contribute to its viability as a liveable urban neighbourhood (see also Woods 2015). However, ESB are also experienced as contributing to what DeLanda terms negative de-territorialisation, which fragments the community and generates feelings of exclusion among existing residents.

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An exploration of the social justice framework to development appropriate land use planning tools/mechanisms for a post-apartheid redistributive context

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This paper broadly responds to the apparent lack of planning efficacy in South Africa in addressing the apartheid spatial legacy. In particular the paper focuses on land use management mechanisms and their failure to address the apparent disjuncture between the prescribed normative redistributive principles to guide planning and the actual developments on the ground, that have largely exacerbated the spatial inequalities in South African cities (Berrisford, 2011:255).

Now twenty-one years post-apartheid the growing inequality in South Africa, is keenly reflected in the persistent apartheid spatial legacy illuminated by the ongoing social imbalances situated in the spatial patterns of our cities. Evidence over the past fifteen years suggests that despite the normative principles, and strategic spatial frameworks for guidance, planners and policy makers have not been clear on how to respond to planning development applications at the local level, in order to adhere to the principles.

In South Africa, the challenge appears to be how to apply these principles to achieve more equitable spatial outcomes on the ground, in light of the contradictory economic and political forces at play within the local government sphere. An example of the type of challenges facing municipal planners and policy makers in South African cities is the need to balance stark, opposing financial demands against their relatively limited resources. On the one hand to provide infrastructure for new low cost housing developments in poor areas, in order to address apartheid generated backlogs, while on the other hand, being pressured by the private real estate sector to provide new

infrastructure for up-market developments and to maintain the high quality infrastructure of existing developments in the wealthier areas. The current town planning scheme regulations and ‘development taxation’ mechanisms do not appear to be addressing these issues adequately. Attempts have been made by government to introduce more socially just tools, such as ‘inclusionary housing mechanisms’. These attempts have generally been fiercely opposed by the real estate sector, based on arguments that they already provide adequate public goods in terms of infrastructure contributions and ultimately higher property rates, in a risky economic environment. Essentially, the question comes down to what is the appropriate balance between the extent of public goods extracted from the developer and the profit yielded on a development, importantly, within the context of a highly inequitable society and spatial terrain.

The current global literature on defining a clear societal mandate for planning (Carmon & Fainstein, 2013) and the Planning Rights / Rights to the City debates (Lefebvre, 2003; Alexander, 2007; Marcuse, 2014) provide useful insights and approaches to formulating a social justice framework, at the macro level, to support the formulation of more redistributive land use planning tools. However, there appears to be a dearth of literature addressing how these concepts and approaches would assist in practically devising the appropriate land use tools. More specifically, what types of tools or mechanisms would contribute to a more just social and spatial realm or promote ones right to the city?

Therefore the intention of this paper is to utilise a social justice framework to explore possible criteria, to be used to determine the appropriate types and parameters of such mechanisms, i.e. tentative guidelines on where an appropriate balance could be achieved between the extent of exactions and profit yield.

The methodology to be adopted would be a literature review of social justice and rights to the city approaches in formulating a framework. A case study of a recent large scale approved development application will be selected, with the intention of identifying a range of appropriate redistributive mechanisms that could have been applied to the developer. These mechanisms will be assessed in the context of the selected case study to establish their potential redistributive impacts for the city and financial impacts

on the developer. These findings will then be used to qualitatively engage with both the developer and city officials to obtain their views. In this manner the positive and negative aspects of each land use management mechanism could be extracted and used to determine tentative criteria, for their appropriate application.

This paper is intended to contribute to the existing body of empirical evidence and qualitative data to assist local planning agencies and policy makers in formulating and supporting the implementation of land use planning mechanisms that would promote greater spatial equity.

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The effect of national and local authorities in the context of the transformation of parks as public spaces: Ankara case study

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Public spaces are the spatial units of cities which are constituted for various purposes as meeting, recreation, leisure, relaxation and recovery for inhabitants of cities. Urban parks are considered as one of these mentioned public spaces here. The history of parks goes beyond to the earlier parts of the old times in the history. For different countries, the historical background, usage, management and spatial structure of parks may constitute different characteristics. For Turkey, the history of parks is not an old issue and the evolution of parks, including their usages and spatial forms, have been highly related with the governmental policies.

In the context of Turkey, the evolution of parks has been depended on the effects of national and local authorities and several dynamics belongs to at that specific time periods for different national and local authorities. For instance, the usage of parks could transform one to another due to the decisions made by the actors of the national and local authorities. In accordance with their ideology and specific targets on space, national and local authorities can modify the usages and spatial boundaries of parks by means of legal and executive measures developed by themselves. One of the significant tools used by national and local authorities to adjust the spatial rules is the urban planning practice, as well as planning law. In the context of Turkish urban planning practice, parks are considered for the recreational purposes and included in the master plans are designed to meet the needs of social infrastructural areas and limited to certain spatial amounts by necessity defined by the related law, remains inadequate most of the time. Namely, this kind of legal necessity causes the formation

of incorrect location decisions on the master plans in the context of parks. For example, these public spaces, namely parks, are located on the master plans where the inhabitants of cities cannot access easily, but those kinds of public-social areas should locate on the places where each of the citizens can easily access. This situation increases the significance of the existence of centrally located parks, although parks in general do not have sufficient importance in the urban planning practice in the country. To sum up, Turkish urban planning approach and legal structure of planning regulated by national and local authorities form a flexible basis for changing the usage and spatial form of parks as public spaces. These changes have caused the formation of various social movements; most of them are related with environment. Gezi Park in Istanbul is a great example of this situation. The intervention of national and local authorities to Gezi Park has resulted in a huge social reaction against to the authorities.

In this paper, Ankara, the capital city of Turkey, is selected as the study area. The reason why Ankara is selected is based on the fact that the city reflects the ideological change on space of national and local authorities from the period of establishment of Republic to the current period. The selected parks for the study are Gençlik Park, Güven Park and Kuğulu Park. These parks are selected because they are located on the central areas of the city in a specific timely manner, respectively. These parks have a significant place in the formation of macroform of the city. In other words, these parks are located in the current central area of the city. Therefore, they are considered as accessible for the whole public and economically valuable in land rent theory. So, national and local authorities tend to approach these parks as vacant places for the various development projects or other related purposes.

In this study, first of all master plans of Ankara will be examined with their historical evolution in order to indicate the development of central areas related with the development of these parks. Second, planning law, municipal government act and illegal occupancy situations will be examined to determine which changes or related changes could be implemented on the parks. In the end, arbitrary and illegal or so-called-legal implementations without compromising the public interest on the parks will be discussed. In addition to this, mentioned various social movements as a reaction to

the decisions of national and local authorities on the parks are worth to state in this study.

Spatial planning and information technology: an ontology-based approach

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Over the last three decades, the development of computer-based technologies has open unprecedented opportunities for knowledge building, design, evaluation and decision-making support in spatial planning. Spatial data technologies (e.g., geographic information systems, geographic positioning system) increased the availability of spatial information.

Modern spatial planning approaches require integration, interpretation and representation of knowledge (Zhu et al., 1998). These needs can be addressed by computer-based systems, which are becoming an important tool for the decision-making process in spatial planning. Amongst the most popular research area of computer-based systems are the Spatial Decision Support Systems (SDSS). These systems aim to facilitate both experts and stakeholders throughout decision-making processes (Zhu et al., 1998) by taking into consideration varying parameters (e.g., institutional, urban, social, economical). However, traditional SDSS fall short of dealing with spatial problems that may be either semi-structured or may contain parameters that are difficult to be modeled due to uncertainties (Jankowski & Nyerges, 2001; Sikder, 2009).

Integrating the above systems with systems that use state of the art tools and new resources is a direction towards overcoming the above problems (Fischer, 2006; Sikder, 2009). This integration leads to Knowledge-Based Decision Support Systems (KBDSS) and constitutes a dynamic research area that has acquired impressive importance during the last three decades (Sikder, 2009). KBSDSS are based on artificial intelligence methods and techniques to: (i)specify the problem, (ii)select the appropriate data, (iii)evaluate the solutions, (iv)assess the reliability of results (Huang, 2009).

A KBSDSS comprises four parts: a set of ontologies, an ontology editor, an ontology engine and a web-portal (Figure 1). The web-portal offers a wide range of services, the most important among them is the provision of the means for the users to communicate with the KBSDSS. Publishing and annotating, geographic information services online require the design of a registry named Ontology editor, which increases the semantic interoperability of the proposed KBSDSS. Ontology engine includes a reasoner used to facilitate solving the spatial problems. The core of KBSDSS is represented by the ontologies, which have the role of both knowledge repositories and semantic reference systems.

The term ontology was introduced by Aristotle at 340 BC to represent physical entities through concepts, relations and rules (Kohli et al., 2012). Variations exist in defining the term ontology, but the common idea has been to create a “*shared perception of the domain of interest to facilitate information exchange*” (Winter, 2001; Kohli et al., 2012). Key characteristics of ontologies are that they (i) represent semantically already existing knowledge, (Boskovic et al., 2010), (ii) facilitate knowledge sharing, geospatial interoperability and information acquiring (Fonseca et al., 2002; Viktoratos et al., 2015), (iii) provide the means to model the workflows of problems examined (Jung et al., 2013), (iv) are used as a vocabulary defining the exact meaning of specific terms (Kohli et al., 2012), (v) are used as the base where knowledge can be built (Kohli et al., 2012), (vi) are used to organize a concept at the level of knowledge and semantics; therefore, they could be reused, shared or extended easily (Viktoratos et al., 2015). The most popular language to design an ontology is OWL (Berners-Lee and Hendler, 2001). An OWL ontology is composed of a combination of classes, individuals, properties, and axioms.

This paper presents a methodology to organize into an ontology an institutional framework related to tourism land uses. The ontology proposed provides an interface that can be applied to support decision-making process in spatial planning, through assessing current institutional framework, environmental factors and infrastructure availability. The ontology considered in this investigation consists of six land-use categories that constitute the ontology’s classes (land use control areas, urban development control areas, infrastructure, housing areas, protected areas, tourism

areas) (Figure 2). Each class can be analysed further into sub-classes. Specifically, the land use control areas class is considered to include twenty-one sub-classes, the urban development control areas class could consist of five sub-classes, the infrastructure class could include nineteen sub-classes separated in social and technical infrastructure, the housing areas class could contain fifteen sub-classes separated in formal and informal forms of housing, the protected areas class could consist of forty-four classes, and finally the tourism areas class could include six sub-classes (Figure 3).

The ontology proposed was designed in the Ontology Web Language (OWL) (Nardi & Brachman, 2003) using the Protégé, an open-source ontology editor developed on Java by the Medical Informatics Department of the University of Stanford (Noy et al., 2003).

Organizing the data related to the tourism activities could be a crucial matter for example in Greece, especially nowadays that the funds available are limited; therefore, the need to design a well formed spatial planning framework could be considered imperative. The ontology proposed here improves both reliability and effectiveness of tourism activities by facilitating the decision-making process. Consequently, a secure environment can be formed for investments under the priorities of sustainable tourism development.

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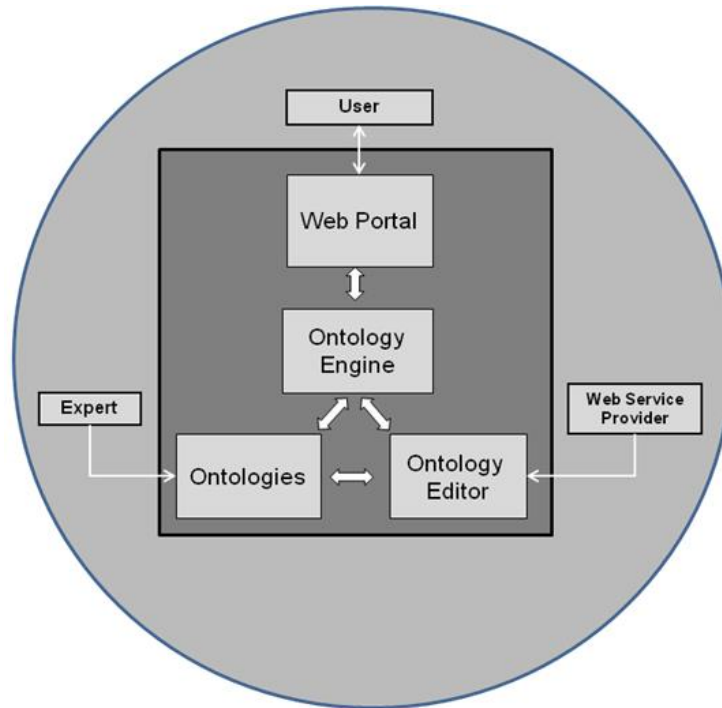


Figure 1. The main elements of a KBSDSS.

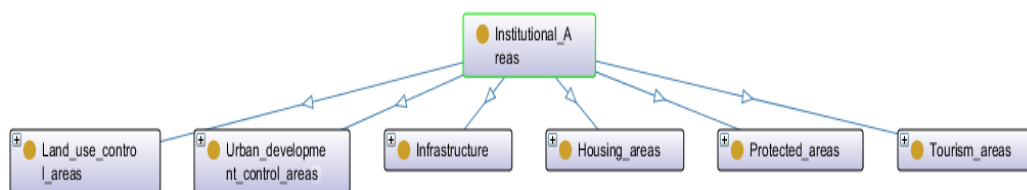


Figure 2. Classes of the ontology.

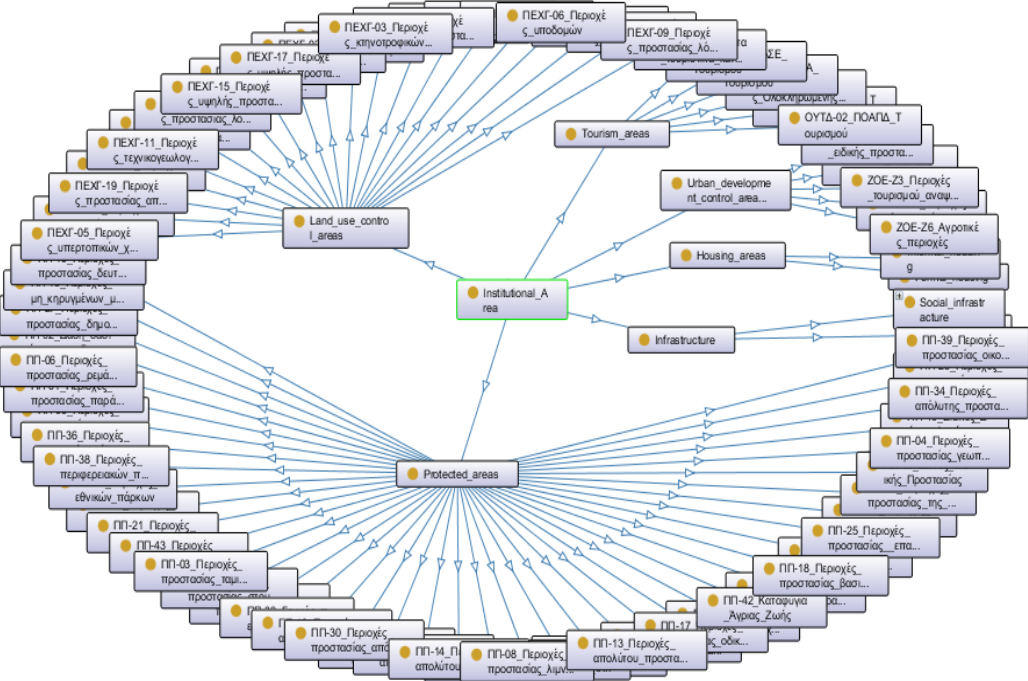


Figure 3. Classes and sub-classes of the ontology.

Mitigating or generating impact? 'Traffic Generating Poles' under a new mobility paradigm

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Urban mobility has reached a high level of importance in the debate about the production of cities that are socially inclusive and environmentally friendly. In Brazil, the city of São Paulo has, historically, oriented its public policies, concerning mobility, including the provision of infrastructure, towards motorized private modes. This political option has been adopted despite the fact that these modes are responsible only for around a third of the daily trips. Besides, the use of these modes raise with income, which means that lower income population are, in general, excluded from these policies and the use of this infrastructure. Furthermore, mobility solutions focused on motorized private modes have been proven unsustainable, producing deleterious effects. As an example, they have led the city to reach extremely high levels of traffic congestions, alongside an unacceptably low quality, or sometimes even lack, of public transport system and infrastructure for soft modes (e.g. pedestrians and cyclists).

In this context, the municipality has created an instrument entitled Traffic Generating Poles (TGP). Its objective is to control the impacts on the urban circulation produced by buildings or activities that, according to the criteria established by this regulation, generate traffic. The conception of this instrument was based on the models of the Institute of Transportation Engineers (ITE), in the United States, imported to the Brazilian reality as if it were the same as in its origin. Unlike the Neighborhood Impact Study (NIS), that implies a more comprehensive approach, including a socioeconomic evaluation, the TGP is focused on the analysis of the urban circulation system, and mostly dedicated to mitigate the impact of the attraction of motorized private trips. Another difference is the amount of buildings that must comply with the measures imposed by the NIS or the TGP regulations. While the former can only be applied on very large buildings, the latter incorporates smaller ones, hence more buildings are

included. For this reason, the TGP is the main instrument used in São Paulo to deal with the impacts on the urban environment.

The evaluation of the impacts and the definition of actions to mitigate them are done by the Traffic Engineering Company (TEC), the traffic authority in São Paulo. The main actions required by them are, on the one hand, to offer more off-street parking space and, on the other, to improve the circulation system for cars, including measures such as enlarging roads, constructing bridges or tunnels, restructuring the traffic light system, implementing traffic signs, and so on. Considering that traffic can be induced by the offer of space for cars, either for circulation or parking, it is critical to question if the instrument of TGP, addressed here, is really mitigating the impact, or actually generating it. Additionally, it is also essential to consider that this instrument is not only fueling the vicious cycle of private motorization in São Paulo, but also being socially segregating, considering that lower income population are less likely to own a car or use it on their daily trips.

Also, the recent federal and municipal legislation indicate a different approach. In 2001 the City Statute bill included the Right to the City as one of the objectives of this law. Over ten years later, in 2012, the National Policy for Urban Mobility bill was passed, in line with the global tendency to promote more sustainable urban environments. It determines that mass transit has priority over motorized private modes, and that soft modes have priority over motorized modes. More recently, in 2014, the Strategic Master Plan of São Paulo was reviewed, incorporating what the federal law determined, thus transposing it to the municipal level. These regulations indicate a progressive and socially inclusive tendency yet to be incorporated in the instrument addressed here.

In view of the exposed, this paper aims to discuss this instrument used to control the impacts on the circulation system produced by TGP. In order to do so, we analyze a sample of such buildings in São Paulo, considering, on the one hand, the actions of the social actors involved, especially the developers and the public organ responsible for the application of this instrument, i.e. the TEC. On the other hand, we analyze the conditions of the territory, particularly in respect to the aspects of geomorphology, socioeconomics and urban accessibility, and oppose it to the mitigation measures

demanded by the TEC. This paper demonstrates, firstly, that the instrument addressed here has low adherence to the conditions of the territory, leading to a shortsighted approach to the elements of production and attraction of trips. Also, it fails to promote a more environmentally friendly and socially inclusive mobility. With this paper, we hope to contribute with the current debate about the production of an urban environment and mobility policies oriented for people, promotion of social inclusion and a more sustainable approach of environmental issues.

Impact of Shanghai FTZ (Free Trade Zone) Policy on housing prices: a study based on open data

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This paper extracts information of 205 valid community samples located around the first Shanghai Free Trade Zone from open data of related websites, including historical average price of each community from March 2013 to May 2015, as well as the characteristics of each cell. After measuring the impact of all factors with Hedonic model by month, we found that house prices is more sensitive to FTZ policy than others. And the impact by month which is measured by the coefficient of distance to Free Trade Zone in the Hedonic model can be divided into seven stages, including two rapid increase stages ,three falls and eventually stable fluctuation stage, which are in perfect accordance with the information disclosure process of FTZ policy of Shanghai. The results show that the impact of the FTZ policy or the information disclosure on house prices in the peak is about three times of the initial period, which gradually return stably fluctuations, and ultimately is about two times of the initial period. The eventual impact in stably fluctuation stage is that housing prices increase by 2.81% for every kilometer closer to the Free Trade Zone.

Land ownership in the production of urban space: the consolidation of the land market in Fortaleza/CE and the role of unbuilt lot

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The possibility of capital reproduction through the commercialization of land has spread among the capitalist world cities, making the construction industry a profitable business. The ground rent plus the profits of capital allowed the holder of both the accumulated extraction of surplus value fractions, obtaining significant gains that would be impossible by conventional industrial production. Over the years, the construction industry has been complicating, modernizing, dialoguing with individuals and companies and creating new ways of working, always seeking to increase the wealth of a particular social class. The amount of variables and actors involved in the commercialization of the land surface ends up legitimizing culturally and camouflaging the process base, which remains constant: the *treasuring* of the earth. The changes in society and the local conditions also contribute to dimming, including to researchers and technicians of urban planning. Quoting Lefebvre:

“The practical and ideological pressure of private property (of the earth, if attached to the capital) blind leaders, intellectuals themselves; it obscures the imagination of architects, urban planners. This blindness has a dual origin: the images coming directly or indirectly from the ownership – the coming of the business rationality” (LEFEBVRE, 1999, p.168, our translation).

Regarding the unbuilt lot, blindness is noticeable. The disregard for its role in the land market structure generates distorted interpretations that can result in a significant waste of time, human and financial resources for their coping. The different

designations applied to the same phenomenon may also contribute to its incomplete understanding, as denounces Pereira (2012), separating the quality of the object (the unoccupied lot) from itself (land ownership). For example, commonly the unoccupied lot is seen as a mere wasteland, where the absence of a construction would imply the absence of a function. In technical and academic community it is seen, in many cases, as an urban empty, result of a predatory and an unfair practice of speculative retention from what supposed owner would unduly appropriated collective benefits. Supported by these speeches, many public policies resort to induction, regulation and control instruments of real estate activity (urban and legal instruments of the *Statute of City*) with intention to revert to the collective good an element that was incorporated into capitalism to serve particular interests. The limitation on the scope of the results of some of the instruments, such as *ZEIS (Special Zones of Social Concern) of Empty*, is partly a reflection of the lack of knowledge of the meaning behind the unbuilt lot in planning of urban spaces. Although there are successful cases of *ZEIS of Empty* in some municipalities, this performance will hardly be the rule in the country while staying in the blind field.

In order to enlighten the problem, this study sought to approach the unbuilt lots from its origin, during the 50s, until its treatment by the current urban policies, particularly *ZEIS of Empty*, considering the case of Fortaleza/CE. The main objective is to identify the role of the unbuilt lot in the context of Fortaleza's land market. The option of this Brazilian city is related to its reality of exploitation and socioeconomic inequality, in which the urban space plays a key role in facilitating the visualization of the capitalist dynamic that wants to address. The choice of the period has a strategic character because it corresponds to the appearance of that practice in the city, with the retention of unbuilt lots, many of which still remain in this situation.

Through critical reading of academic texts and consultation of legal documents, will be reflected on how land ownership reproduces the capital (from the perspectives of Marx and Lefebvre), which were the modalities of capital accumulation adopted by the real estate entrepreneurs in the Fortaleza's land market process of expansion (from 1950) and the role of the unoccupied lot in this historical moment of the city.

The text concludes that the role of vacancy is "earning income, decrease risks with

investments, stimulate business and to prevent the fluctuations in property prices” (PEREIRA, 2012, p.14, our translation). So, the unoccupied lot would represent another form of exploration of the monopoly of land, suitable for the investment strategies and capture of income undertaken by its owner at a particular historical moment. Such strategies would vary over time and space as the external conditions present there. Therefore, the unoccupied lot must be seen as an essential part of a more complex process of social relations of capitalism production and overcoming it implies the very questioning of the urban space production logic.

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Effect of proximity to and view of, environmental land uses on property prices - A multidisciplinary review

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This paper provides a cross-disciplinary literature review of ‘proximity to’ and ‘view of’ eight different environmental amenity types on neighboring real property prices. The objectives of this paper are manifold: first, it provides a comprehensive review of over 100 hedonic studies from five disciplines to understand variations in the marginal implicit price paid for homes near environmental amenities and how it differs from one amenity type to another? Second, this paper also identifies two most commonly used value capturing measurement variables, ‘proximity to,’ and ‘view of,’ amenities including their variants as used in the past hedonic studies (Mittal 2014). The appropriateness of variants used varies by the amenity type and its characteristics. This paper also presents analysis of characteristics similarities and differences amongst these eight amenity types explaining ‘why’ and ‘how much’ does the effect on property price varies across amenities and which variant of the two variables is most suited. This is the first attempt to compile a comprehensive review of literature from five disciplines across eight amenity types and provides a useful base for scholars interested in the topic. This review provides a useful insight to urban planners, real estate professionals and appraisers in understanding a range and variation in the marginal implicit price paid across environmental amenities.

The literature in this area is quite extensive and many scholars have also conducted reviews and meta-analysis, however with little consensus. Some of the notable studies include (Brander and Koetse 2011; Simons and Saginor 2006; McConnell and Walls 2005; Crompton 2005; 2001; Bourassa et al. 2004; Boyle and Kiel 2001; Fausold and Lilieholm 1999; Freeman III 1979). However, when it comes to

determining a reliable range of marginal price effect of environmental amenities on the neighboring property values, there is a lack of consensus amongst these scholars. The reasons for these variations are many: this is due variation and diversity in amenity types studied, local real estate markets studied, types and forms of measurement variables used, and diverse methodologies and models used. In this review, the environmental amenities have been grouped into two broad categories – ‘recognizable amenities’ and ‘less recognizable amenities.’ The former includes golf courses, waterfronts (ocean, lakes, and rivers), greenways and large parks while the latter includes miscellaneous open spaces around homes as explained later in this review. Two key variable have been used to measure this effect: Proximity and View.

“Proximity to” environmental amenity offers “Convenience Value” to homeowners and is measured by “distance to” amenity from homes. Proximity of golf courses, waterfronts, parks and naturally preserved areas with passive recreational opportunities, urban parks are highly valued by amenity seeking homeowners. Proximity of such amenities offers convenience values to home owners as they can easily access and participate in the activities that are housed in the environmental resource without incurring any extra time, costs or additional efforts. Similarly, “View of” environmental amenity offers “Aesthetic value” to homeowners and is measured by “view of” amenity by quality of view, extent of view available or not, both in terms of angle of view and span of view. When the two measures -- “Proximity to” and “visibility of” environmental amenity are combined, then they have the greatest effect on the marginal implicit price of homes (paid as amenity premium) for consuming such amenity benefits. The “Prospect refuge” theory also confirmed this. Extended and adjacent view of golf courses, extended view of waterfronts such as lakes, oceans and rivers, and parks both offer opportunity for homeowners enjoy the aesthetic landscape at the convenience of their homes. High quality surroundings near homes are preferred by home owners. It is measured by “Percentage availability of such high quality amenities” with in a defined radius of a home in its surrounding areas.

Using interdisciplinary literature review from various disciplines such as real estate valuation, land use planning, geography, reginal science, and natural resource management literature, this paper provides a useful insight to city planners, real estate

professionals and appraisers. Planners can use the findings and can confidently plan environmental land uses and estimate potential gains in property tax revenues due to incremental changes in neighboring property values; real estate developers and investors can use the synthetic insights and plan their new developments around amenity generating land uses to capture and pass the hedonic values to their end users; appraisers can also use the findings to derive price adjustments required for appraising houses located around such environmental amenities.

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Extending real estate supply, increasing housing affordability by price reduction - a study of land use regulations intervention in TOD Zones in National Capital Region, India

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This paper is about TOD corridors in the National Capital region of Delhi, India and measures effects of change in land use regulations. TODs are characterized as pedestrian-friendly dense property developments, which are organized within a half-mile of quality public transportation nodes or stations. Being close to transit, TODs provide greater access to jobs, housing and several recreational land uses to all including opportunity for people of all ages and incomes (Calthorpe 2001; Cervero and Dai 2013; Kamruzzaman et al. 2014; Reconnecting America 2015). TOD often also means developing new housing mixed-income housing near rail stations (Chatman 2013), developing other desirable uses such as hotel, retail or commercial offices as mixed type developments (Lund 2006; Urban Land Institute) promoting walkability and healthy urban environment. TOD although gaining popularity, is still relatively a new concept in the developing world, and has only received a limited attention from the land use and planning scholars.

This paper is about six Transit Oriented Development (TOD) corridors in the National Capital Region of south western Delhi, India. The focus of the paper is to measure the effects of changes on the localized real estate market — on demand and supply of developable properties — with modification in land use regulations along the TOD corridors. The Town and Country Planning department introduced the TOD policy

in Delhi. This policy proposed increase in the density along the mass rapid transit system (MRTS) corridors with a higher FAR of 3.00 from the current FAR of 1.75 along the six TOD corridors (BOV 2015). This modification is expected to have a significant impact on the supply of new property, and thus on the housing price. This TOD policy has a zone of influence of about 53 linear Kms. covering an area of approximately 13,100 acres. Approximately **955 acres** of land within the 500 m wide TOD zone on both side of the MRT corridor. It has been hypothesized that the landowners in the corridor and real estate development market will respond to the policy change (International Transport Forum 2013; Bartholomew 2011; Bertaud, 2010; CTOD 2008). Five land development scenarios were developed based on the land's ability to adapt to the change of land use regulation and supply was estimated. Since policy change occurred more recently, while the SW-NCR region is experiencing major development, a lot of land is already developed.

This paper first covers a review of TOD worldwide and then capture the effect of land use regulatory changes on the new real estate supply, housing price, and housing affordability using the NCR case of TOD zone. This paper, using the case of new land use regulations for the TOD corridors in Gurgaon -- the fastest growing city in the south west of National Capital region of Delhi, India -- this paper, measures effect of changed in land use Regulations from FAR of 1.75 to 3.0 (BOV 2015) on Real Estate Supply, Housing Price and Housing Affordability. The paper is a useful contribution to the literature on land use regulations within the context of TOD especially in developing world context and highlights the effect that land use regulations have on property markets.

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How traders seek for optimal location in informal as well as planned settlement in Cairo. The role of the structure of the street network and opportunities for dwellers in informal areas

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Cairo, one of the most densely populated cities in both Africa and Middle East, is a polycentric urban region with several socio---economic and urban planning challenges. Rapid growth of this metropolitan region contributed to the emergence of informal settlements. It took place on the outskirts of the city on a privately---owned ex---agricultural land and on a state---owned desert land. The inhabitants of unplanned urban areas seek for the spatial opportunities of the neighbourhoods to generate any kind of income for surviving. There is a social logic in both the geographical location of unplanned settlements and the structure of the spaces between buildings inside these settlements.

The spatial layout of built environments influences the distribution of commercial activities, independent on the social composition of dwellers. As research has shown, commercial activities can enhance the process of urban consolidation of informal areas. The purpose of this contribution is to reveal the correlation between spatial factors and the distribution of internal and edge commercial land use by applying some new methodological means, such as a combined space syntax analysis of the street

network with degree of inter-visibility between buildings and streets, statistical analysis and band analyses.

Three informal areas in Cairo are used as cases: Ezbet Bekhit, Ezbet Al-Nasr and Abu Qatada. These settlements are selected because they are predominantly self-grown and are not influenced by city plans or land use regulations. As a contrast to the informal areas, the throughout planned Al-Sharekat area in Nasr City is used as a case. This area has a different urban pattern, social composition of dwellers and syntactic values than the informal settlements. Therefore, Al-Sharekat is used as a test case for revealing the differences and similarities on how traders seek for an optimal location in informal areas in contrast to planned areas.

The purpose of this research is to reveal to what extent the distribution and rate of commercial activities is driven by the local spatial structure of the street network of the area itself or related to how the settlements are embedded in the overall structure of the city. As it turns out, the distribution of commercial activities takes place on plots located along the spatially most integrated, most distributed and most inter-visible streets of the neighborhoods in relationship to the whole of the city. The results of this study contribute to a theory of the optimal distribution of plots, in which effective land use is defined as an interaction of three core factors: distributedness, inter-visibility and spatial accessibility of the street network.

A natural urban transformation process for aggregating micro scale commercial activities in informal settlements is dependent on the following:

- Informal settlements well connected to movement thoroughfares have better possibilities for shaping economic opportunities than the poorly connected ones. The vehicular movement plays a role in connecting inhabitants to their workplaces and providing an economic gain through allowing informal micro scale economic activities to cluster along outward facing edges.
- A mixed land use zonation policy encourages a large variation of economic premises, whereas a mono functional zonation policy shapes few opportunities for the small-scale economic businesses. Sub-centers of informal areas, well linked to other neighborhoods, generate income from formal areas and shape economic opportunities for the metropolitan's various neighborhoods.

- An urban transport network that minimizes time consuming travels, maximizes economic gain and social interactions.
- Active functions with active frontages on ground floor level in buildings oriented towards streets generate lively local shopping streets inside a neighbourhood.

Mega-events and planning: exploring the Rio de Janeiro case

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Competitiveness, insertion in the global economy and promotion of the city image are the expressions that better define the guidelines of urban policy of the city of Rio de Janeiro. Since the early 1990s, all mayors follow this political and ideological direction and build together a long period of close relationship between government and business for defining urban priorities and policies that shall last at least until the end of 2016, when Mayor Eduardo Paes current term is over.

Hosting mega events, which promise to promote the city, attract investments and transform the urban scenario, is one of the expressions of this type of public administration.

The main effects of these mega-events in Rio de Janeiro are the changes in the municipal transport system (the official "legacy" of the games and the World Cup), the concentration of public investment in the city richest areas, the privatization of public and common lands and goods, the violent removal of tens of thousands of people living in popular settlements and the intensification, on an unprecedented scale, of the process of expulsion of the poor to peripheral areas without jobs or services and, therefore, the increase of inequality in the city. Other authors (Oliveira, 2015; Vainer, 2011) will also point out that the institutional field have been appropriated to create exceptions aimed at specific actors and to grant powers and interests also very specific.

We can also say that, in Brazil, decisions related to mega-events large projects generally do not result from any planning process. Usually, the projects are not even minimally evaluated for their local impacts. In fact, the main link between planning and major projects included in the city preparation for the World Cup and the Olympics are the devices designed to turn the planning legislation more flexible and to grant

exceptions to the implementation of real estate developments articulated with new sports equipment or arenas.

In the implementation of the World Cup and the Olympics in Rio, town land use legislation, plans and investment priorities are changed to meet interests presented as structural and necessary for the promotion of the City in a globalized world, even though they may be in many cases much more provincial than suggest these justification discourses. The great so called "partners" of municipal government in the production of the World Cup and the Olympic Games in Rio are, most of them, well-known companies, Brazilian ones with many interests in Rio de Janeiro, some of them with a longtime relationship with Rio City Hall.

One fundamental topic to understand some of the relations between mega-events and the city of Rio de Janeiro refers to informal urbanization. As some Brazilian authors have written since the 1970s (BONDUKI & ROLNIK, 1979; KOWARICK, 1979), informality has historically been tolerated as a way to transfer to the poor the cost of their reproduction and reserve public investment to areas occupied by the elites and the middle class. On the other hand, numerous studies have looked into legitimization processes of private interests by the change, facilitation or even suspension of urban norms and procedures (BENCHIMOL, 1985; CARDOSO et al., 1999; NACIF, 2001). Indeed, as Ananya Roy points out, urban informality refers not only to the production of housing (or city) of the poor, but it is a logic that helps to explain the production of the whole city (ROY, 2011).

In Rio de Janeiro mega-events, besides the exceptions to the law made to meet the requirements of the International Olympic Committee and FIFA, the City Council approved a series of laws that strongly increase the density of construction and enable new uses to turn possible large real estate developments in the Athletes Village and in the Olympic Park, besides other measures relating to the surroundings of sports stadiums and other venues. But these changes are not enough and the City Hall is called upon to complement them with illegal or some say dubious urbanization of private lands and *ad hoc* justifications for removal of popular settlements that threaten private businesses and the city's image as a good business environment.

Another point to note in the current context is that the Olympics and the World Cup were and are being held in the time of the launch of the federal housing program called *Minha Casa, Minha Vida* (“My House, My Life”), and unprecedented program in the history of the country in terms of number of units produced and public funds invested in social housing, but widely criticized for promoting the production of hundreds of thousands of homes for low-income in peripheral urban areas, or even semi-urban, far from employment centers and equipment and public.

This has a peculiar impact on Rio, where, despite a constant trend that expulses low income families to the periphery, the poor still are distributed throughout the urban area of the city. While the rich are more concentrated in certain areas, the poorest reside not only in the more peripheral areas, but also in slums in central and rich areas, close to major job centers.

Certainly the mega-events do not inaugurate these processes of urban expansion, socio- spatial segregation and peripheryization of poverty, but they accentuate and accelerate those processes, as well as legitimate *ad hoc* exceptions to planning legislation and further advantages for the private operators of the built environment.

But not always populations threatened by mega events and related opportunistic measures subject themselves easily to the pressures of real state development or to violent state action.

In the areas directly or indirectly related to major projects of the World Cup and Olympics, resistances emerge everywhere and, although possibly fragile and ephemeral, they make visible the arbitrariness and violence of removal policies, often sold as benefits to the affected population (resolution of geotechnical risk, new residence in a housing project etc).

In Rio de Janeiro, conflicts around mega-events involve residents of low-income settlements, social housing movements, the social articulation Popular Committee of the World and the Olympics, environmental movements, collectives of athletes, neighborhood movements, political parties, alternative media, NGOs, as well as, on the other side, contractors of public works, the mainstream media (especially the Globo network), the Rio de Janeiro City Hall, the Government of the State of Rio de Janeiro,

the federal government, real estate developers, international actors (FIFA, IOC), to name only those agents which are more visible in the political arena.

The big investments and the multiplicity of interests related to mega-events usually inspire pessimistic predictions about the continuation and accentuation of socio-spatial segregation processes, city commodification and privatization of public funds. On the other hand, conflicts and resistances related to removals in Rio may express, to some extent, alternative possibilities of transformation.

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Definition of the municipal profiles at the San Francisco River area

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A series of actions have been developed by the Federal Government of Brazil on an attempt to achieve improvements and reductions in the regional inequality indexes of the Country. Among those, the ones who deserve greater emphasis are the great works, such as roads, ports, airports, power plants and river transpositions. Those projects, while being elaborated, count on a series of tools to perform an analysis of impacts generated by the execution and conclusion of the works. Most of the developed studies, however, consider environmental, economic and social matters in a distant scale when referring to the municipal realities. The discussion over the urban impacts and transformation in the cities regarding those processes is scarce. Among those impacts are the real estate speculation, the difficulty of access to land, the periphery and spreading process, violence, density, environmental degradation, limited mobility and traffic, and many others.

Given this scenario, this research, which is been developed in the University Of Fortaleza, in Ceará, considers that there are differences between the municipalities

affected by the Transposition of The San Francisco River, one of those great government works earlier mentioned. To illustrate, are points such as: population, geography, politics and economics, and matters related to administrative capacity and government management.

Therefore, this work aims to identify peculiarities and similarities of these localities, defining typologies, groups that could be used as facilitating tools in the development of new researches, which will work on strategies to find the best way to manage the impacts earlier mentioned. The goal is to not separate these municipalities by their geography and physical proximity, but by their characteristics regarding their urban planning.

The methodology used so far to obtain informations not only about the project itself, but also about the best way to characterize and classify the municipalities consists in bibliographical and documental research, with tools such as books, scientific articles and specific data from the competent government agencies. Several book reports were created to act as guidelines in the composition of the diagnosis.

The conception of the Project of the Transposition of the San Francisco River dates from the mid-nineteenth century. Even so, on the year of 2015, the project remains unfinished. Its evolution was permeated of several inconstancies, counting on the support of notable Brazilian personalities, such as Dom Pedro II, the second ruler of the Brazilian Empire, and Fernando Henrique Cardoso, important president of the Federal Republican of Brazil. During this period, the work was often forgotten and, later, recovered. This situation repeated constantly, either because of lacking of the needed technology for the achievement of the goals, either for natural causes, or for opposition of the own population, which pointed flaws in the project (HENKES, 2014). Nevertheless, currently, the Transposition is running and is scheduled to be completed at the end of 2015.

Many discussions towards the Transposition have been held, seeking to understand if the changes suffered by the affected regions during the past two centuries have been considered and if there is a preparation could guarantee actual benefits to the locations.

Given these points, the Transposition Project characterizes itself as a hydric infrastructure enterprise which will fuel the watersheds of the Brazilian North and Northeast, whose regions suffers the effects of more prolonged droughts than the rest of the country.

Two independent systems were articulated to capture the water of the San Francisco River, divided in North Axis and East Axis, with the purpose of conjugating the needs of the states Pernambuco, Ceará, Paraíba and Rio Grande do Norte (RIMA, 2004).

According to the Ministry Of National Integration, the project will improve the routine of 390 municipalities and will provide water to solve great problems related to the drought.

Despite the optimistic scenario described by the government, opinions divide and many are the reasons to classify this project as inadequate or inefficient when approaching the problems of the region. Estimated costs of the work point out huge values, which leads to the belief that there is a misuse of the resource and that other alternatives could be considered. Moreover, it's understood that there might have been a lacking of participatory management.

Regarding this issue, it is fundamental that the local community comprehends the benefits and harm this work could generate. It becomes clear the particularities and shortages of the localities should be studied for the work to be profitable and promote economic development and quality of life to the region.

As shown above, the separation of the municipalities in groups related to their main characteristics could facilitate the comprehension of the real municipal realities and provide parameters for the Government to implant urban development politics and guide public investments in a way that is consistent with the local reality, as shown by Cerqueira and Sawyer (2004): "The making of a municipal typology may offer important subsidies in the elaboration of studies and politics in the goal of deepening this knowledge." (CERQUEIRA; SAWYER, 2004)

Thus, with the realization of this research, the formation of typologies is shown and confirmed as a crucial tool in order to certify that these municipalities hold the necessary for an efficient capturing of all the advantages mentioned and are able to

use the Transposition as an actual opportunity for internal growth. The expected results are that these typologies will be generated prioritizing characteristics related specifically to their urban planning and potentialities, taking in account the social issues in the way the population lives now and their actual needs in contrast to the mainly hydrographic issues. A variety of questions was already conceived forming a skeleton of these results. They divide the research into concepts, such as: the definition of the main subject; the extension of the parts of the Project the research will discuss; the motivation of the government choice for some municipalities; the means of classification that will be used to generate typologies; among others. Further in this research this work is expected to develop a conclusion of the Project of the Transposition of the San Francisco River will achieve the objectives it is meant to and will bring concrete change in the lives of the affected population.

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The effectiveness of Water Sources Restoration and Protection Law according to municipal management in metropolitan São Paulo

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In Sao Paulo, the State Law for the Water Source Protection (LPM) nº 898/1975, followed by Law nº 1,172/1976, set out the watersheds that should be protected to ensure the production of water. The context for this legislation's formulation was one of intense population growth in the metropolitan region of Sao Paulo (RMSP), which increased the demand for water and pollution input in dams due to non-full sewage treatment. With the advance of metropolitan horizontal and population growth, the main goal of LPM was to protect water sources and supply dams water by controlling the use and occupation of land located in the watersheds, through the establishment of urban parameters that were more restrictive the nearer they were from the dams. Thus, the aim was controlling population and building density in the occupation in the watersheds.

At the same time, there were the opening of irregular settlements and occupations by slums, which were more intense from the late 80s to the 90s at Guarapiranga and Billings watersheds, as a result of insufficient housing provision by the State, economic crisis, unemployment increase and family income more compromised with the rent (whether in tenements or slums). This scenario made the popular allotment an alternative to access to housing. In this way, the law intended to implement an abstract model over a real dynamics of land occupation.

Since then, it's been almost 40 years, during which the urbanization process has been changed, so as the laws, programs and practices on the territory of watersheds of the public water supply dams, inserted in the RMSP. Currently, the

specific laws in force for the Guarapiranga and Billings watersheds are the State Law nº12,233/2006, LE-Guarapiranga and State Law nº13,579/2009, LE-Billings.

After this long period of application of these laws, it seems necessary to evaluate the effectiveness of specific laws of Guarapiranga and Billings watersheds approved and implemented, by identifying the application barriers according to the municipal administrations, and then collaborate with future laws formulations and improvements. The research presented here was developed as Technical Consultancy for a team, on which the authors participated. Names were omitted in this summary, in view blind evaluation.

For achieving these goals, it was proposed a working methodology to be conducted with the municipalities and State agencies that work on the issue of water sources and the incorporation of results of research previously carried out by the team. Interviews were conducted in four municipalities selected as case studies for analysing the main issues relating to water sources as well as the project approval procedures in four protection areas, two of them at Guarapiranga watershed (Sao Paulo and Embu) and the other two at Billings (Sao Bernardo do Campo and Santo Andre). In addition, there was an interview with CETESB, the public agency responsible for environmental licensing of Sao Paulo. Those five interviews generated material used in a workshop with the participation of municipalities managers and CETESB itself.

The difficulties and doubts collected on the survey with the four selected municipalities were classified into themes: institutional, land tenure, new building works and public works. Some of these difficulties and doubts are present in more than one municipality, others are specific to a single case.

At the Institutional theme, it appeared the weakening of municipal technical staff and the consequent expansion of outsourced services; difficulties with bidding and contract; quality problems of the contracted urban project; recurring breakdown of procedures in various departments, both for regulation and for new works, sometimes facing problems when dialogue is needed; and the lack of a more powerful information system in this decentralized operation (the problem is not decentralization, but rather the lack of a better information system, more integrated).

At the **Land Tenure** theme, focused on social interest settlements, the issues that highlighted were: the need of a better definition for the characteristics of Adjustment Programs of Social Interest (Programas de Regularização de Interesse Social – PRIS); equivalent cases, starting from different agencies and having different outcomes; the need to adapt the understanding and designation of PRIS according to each municipality; the need to articulate the categories of specific law with the categories of the Master Plan and the land use and occupation legislation.

At the theme New Building Works, which was beyond the general cases with their different typologies, discussing also the particularity of public works and the adjustments that were not of social interest, highlighted the confusion between municipal and metropolitan licenses and the approval and licensing that does not occur without the CETESB, even if there are municipal responsibilities in the Specific Laws (LE).

And, finally, at the Public Works theme, it appeared the difficulty of obtaining property documents required for licensing.

In general, it appears to be clear that the main issues to be faced for the effective recovery (dealing with liability) and protection of water sources (not yet occupied and strategic for the production of water) do not require changes exactly in the prevailing laws, but a better fit among Ordinances, Resolutions, Board Decisions and/or Service Standards. These main issues are responsibility of operational and institutional coordination framework, in order to implement the planned. It's important to note, however, that there are articles and proposals of specific laws Guarapiranga and Billings that can be improved, considering the experience acquired by implementing them in recent years, without implying a structural change in the legislation.

In summary, the Specific Water Sources Laws managed to address some issues on licensing and liability management, but are far from being the instruments to promote environmental protection. They managed to do what laws are able to: prevent the installation of formal enterprises that depend on licensing. They did not work, of course, for what they are not made for: plans and actions of environmental protection and recovery.

Climate change adaptation/mitigation planning in Bogotá, and its implications for environmental and climate justice

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Rapid urbanization characterizing the recent growth of Colombian cities has accentuated pre-existing levels of poverty, and limited access to basic infrastructure and services. In general, there has been a lack of meaningful community engagement in traditional top-down urban planning policy and practice, and a lack of long-term planning frameworks to structure and orient a safer future for vulnerable groups across the country.

According to the World Bank, Colombia concentrates the highest number of people that are vulnerable to potential earthquakes in the Andean Region, where this number accounted for 22.3 million people in 2009 -- roughly more than half of the total population, and more than in Ecuador and Bolivia combined. The same occurs with landslides and draught. There were 25.6 million people vulnerable to landslides (more than double the number of people vulnerable to this phenomenon in Bolivia and Ecuador combined) -- and there were 8.2 million people vulnerable to draught in Colombia that year. Despite these levels of vulnerability, the level of awareness in

Colombia remains very low, and the level of response from the general population, incredibly low. A more recent survey documents that only 82% of the total population of the country feels threatened by some type of risk. Out of those who feel at risk, 61% think they have to take action, but only 35% of them has done something about it (World Bank, 2012). In addition, climate change impacts pose significant additional threats to public health and the environment, exacerbating existing levels of community vulnerabilities (e.g. poverty, chronic public health conditions, etc.) In order to address this, creating resilient communities to natural and man-made disasters has been set as a goal across different scales of government -- but here has been very little emphasis on the need to create meaningful strategies for community engagement to reduce local vulnerabilities, and increase the community capacity to prepare, respond and recover from emergencies.

Over the last three decades, many government and non-governmental constituents have emphasized the need for stronger public participation in long-term planning and decision-making processes (Velásquez Et al., 2003). This need has been clearly articulated as a requirement to fully take advantage of the decentralization process that the national government initiated with the constitutional amendments of 1991 -- legislation that resulted in the Organic Law of Territorial Order, requiring the establishment of departmental and municipal long-term goals, as well as local strategies to guide future decisions affecting land use, infrastructure, natural resources, and/or public investment (Ministerio Colombiano del Interior y de Justicia, 2011).

However, as stated by the World Bank and the Global Facility for Disaster Risk Reduction and Recovery, Colombia still experiences a historic lack of clear national policies to reduce community vulnerability, where government has absorbed the sole responsibility for risk management, resulting in a disincentive for other aspects of civil society to action (World Bank, 2012). The participation of external actors is mainly constituted by individual invitations to certified experts, on a case by case basis. The only opportunities for local participation take place at the micro local level. However, local stakeholders do not engage in substantive decision making, but rather are

engaged to promote and coordinate the implementation of national policies, programs and projects (Congreso de la República de Colombia. 2012).

This is the case with the National Risk Management Law that was approved by the Colombian Congress in 2012. This framework identifies “diversity”, “local engagement” and “community participation”, as part of some of the priority actions, but falls short in providing clear guidelines for local implementation. Over the last decades, various mayoral administrations have set similar frameworks to build resilience and sustainability in Bogotá. But as discussed by Utría, urban development has been characterized by the lack of effective and comprehensive urban planning, incapable of balancing public needs with private interests: “Growth and development in Bogotá have been pressured by forces that deter efficient and organized development: an aggressive real estate market, and the pressing needs of low-income residents. All of this in the lack of a political city and (an equitable and sustainable) regional project (...)” (Utría, 2011).

At the local level, efforts to improve the effectiveness of comprehensive planning in Bogotá and the State of Cundinamarca have resulted in the “Plan Regional Integral de Cambio Climático, Región Capital” (PRICC). This framework is designed as a platform to coordinate the identification and implementation of climate change mitigation and adaptation strategies (CAEM, 2014). This paper evaluates its achievements and limitations, as they relate to environmental and climate justice issues, through the following research questions: a) How has civil society and affected communities engaged in the decision-making process? b) What role have technical and academic researchers played in establishing the vulnerabilities and risks addressed? c) To what extent are the needs of vulnerable disenfranchised communities prioritized over other economic and political pressures, and what are the consequences of these findings to inform long-term resiliency building planning processes in Bogotá?

This research uses a combination of various methods to answer the research questions above. This includes the review of primary and secondary sources, and documenting the structure of existing policies, as articulated in official documents authored by the United Nations Office for Disaster Risk Reduction (ISDR), the

President's Office of the Colombian Government, and various state and mayoral administrations in the State of Cundinamarca and the City of Bogotá. This information will be supplemented with semi-structure interviews with government representatives and community-based planners, among other non-governmental stakeholders. In addition, the research will use primary sources documenting community vulnerability - including public health-related indicators, as published by the World Health Organization's Data Observatory, among other government and non-governmental sources.

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Small town urbanization in China: evidence from the land development perspective

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Keywords: Small town; land development; urbanization; China

This paper examines land development and the consequential socio-spatial transformation in China's small town urbanization over the past two decades. Specifically, it investigates bottom-up institutional innovation and newly emerged dynamic multi-scalar governance in small town urbanization. The research assesses how the institutional and spatial changes have reshaped local socio-economic structures and reconfigured people's daily life in small towns. Bounded by the urban and rural dichotomy, research on China's land use system tends to fall into two separate camps, urban and rural, leaving small towns largely neglected. In contrast to the well-investigated top-down urbanization in China's major cities, which is primarily driven by the central government's ambition in industrialization, the bottom-up urbanization in small towns driven by spontaneous rural industrialization has drawn considerably less scholarly attention. This research addresses this deficiency by articulating the perplexing and changing institutional settings of land acquisition and development, spatial-territorial reorganization, and their direct socio-economic influence on local economies and people's lives.

The overall goal of this research is threefold: a) to examine newly emerged dynamic, multi-scalar, hybrid governance, and bottom-up land-related institutional innovation in small town urbanization; b) to analyze land spatial transformation and its interactions with land policy reform and institutional changes in land development; and c) to explore local socio-economic restructuring and reconfiguration of people's daily life in small town urbanization. To this end, three groups of research questions are

addressed. 1) What kinds of land-related institutional initiatives have been implemented? And how has dynamic and multi-scalar land development governance reshaped the small town urbanization process? 2) What are the major spatial disparities between land use growth realities and official land use plans? And how do we interpret these discrepancies when small towns work to bypass the institutional barriers within the land use mechanism as they respond to both outside competition and internal conflicts? 3) How has institutional restructuring and spatial transformation influenced the economic wellbeing of small towns and the life of newly urbanized residents? And how have land-related bottom-up policy initiatives impacted land-lost rural collectives and villagers?

Urbanization in China is a dynamic, multi-scalar and hybrid process (Peng, 2007; Long, et al., 2012). It is also a contested process involving multiple actors and forces operating at multiple scales (Friedmann, 2006; Zhang, 2008; Chan, 2010). The innovation and implementation of land policies depends on the enrolment of multiple local actors and the negotiation of intervening local forces. The land development process in small town urbanization is conditioned by property rights ambiguity, vague representation of rural collectives, and village to town consolidation in spatial-territorial reconfiguration.

Ambiguous property rights in China imply that land rights are often characterized by fragmented legislation or legal pluralism (Zhu, 2002). Through discreetly revising land use plans or even manipulating central state land use policies to their advantages (Lin and Ho, 2005; Tan et al., 2011), land- and profit-hungry local government and other winners in urbanization use this ambiguity as a means of generating profits (Wong and Zhao, 1999; Guo, 2001; Ho and Spoor, 2006). Ambiguity in the ownership rights of collective rural land is often seen as the result of the state's intention to downplay the issue of ex-ownership for the sake of social stability in transitional economies (Ho, 2003; Wang, 2005) and to reserve the ultimate control over land for the state (Ho and Spoor, 2006). However, others argue that clearly defined property rights would not necessarily lead to a healthy and developed land market (Haila, 2007), and ascribe the problems of fledgling land market to ineffective governance (Wu and Yeh, 1997; Wu, 2002). Institutional flaws are caused by

contradictions and inconsistencies in the law that governs land acquisition. The state's monopoly in land development is being challenged, weakened, and/or complicated and previously informal land market is being legalized (Po, 2008; Xu, et al., 2009).

Nor is it easy to ascertain who exactly represents the rural collective. This creates loopholes in which whoever holds the reins of power becomes the *de facto* owner of the collective property and thus benefits the most from small town economies that are driven by land development (Lin and Chen, 1999; Cai, 2003; Chen, 2004). Moreover, scholars remind us of a predatory state because it tries to maximize its own profits, even at the expense of the society it governs (Vandergeest, 1997). And government attempts to maximize its own utility in the form of maximized revenue or political support (Buchanan, 1975; Sened, 1997). Profit maximization by a multitude of local actors is a critical factor, manifested either by grabbing land unjustly or by excluding disadvantaged parties from legally using land (Zhang, 2005; Hui and Bao, 2013).

In spatial-territorial reorganization, village to town consolidation has been one of the main objectives of small town development strategies. Following the territorial transition of organization from agricultural production to town and village enterprise, administrative reconfiguration involves the transformation of the traditional lifestyle and social networks, with both challenges and opportunities (Long, et al, 2012; Hui, et al., 2013). It has been argued that China's recent urban spatial expansion proceeds in a way that is more a reflection of territorial sprawl driven by lucrative local state than a manifestation of sectoral reconfiguration and population growth (Yue, et al., 2013).

Built on the precedent discourse, this research is informed by an analysis of four small towns in Jiangsu and Shaanxi Provinces. Research activities involve searches of local archives and policy documents, surveys, semi-structured and open-ended interviews with stakeholders, site visits, and spatial data analysis. The paper advances our understanding of the three major pillars of small town urbanization – institutional reform, spatial transformation, and socio-economic reconfiguration, through the lens of land development. In addition, the research findings shed light on interactions between the state, the market, and society in small town urbanization, which is characterized by bottom-up experiments, entrepreneurial trust, and rural grassroots democracy.

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Imbalanced urban growth cycles – the limitations of AD HOC planning in Estonia

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The housing market experienced a historical volatility in Estonia during the last decade. Influenced by a strong growth of the economy and too-easy spatial planning system, the housing market suffered eventually from a large oversupply of residential projects as the crisis hit. Housing policy and the residential development should deliver a supply of dwellings that satisfies current and expected future demand while minimizing excess. However, it has proven to be a difficult task, as real estate developments are cyclic in nature and usually lagging a little behind the real economic cycle.

This study takes an in-depth look at the real-estate development in Estonia and explores the dynamics and time-lags between urban planning, construction and financial cycles from 2000 to 2014 in the second tier city of Tartu and its fringe. The dataset was assembled using data on 6 comprehensive plans and 681 detailed plans gathered from municipalities and 3598 residential buildings with 7922 dwellings, surveyed by the authors and complemented with the data from the Estonian Building Register, supplemented with information from Statistics Estonia and other governmental resources.

The results show, that as the residential projects have been lagging behind financial cycles, having different delays and strengths of path-dependence across councils and spatial allocations. The mean time-to-plan has taken 25 months in the city compared to 16 months in the suburbs. The mean time-to-build has taken an additional 29 months. Time-to-plan lags vary considerably around these averages depending on the characteristics of the project and its location. For example, time-to-plan lags have been longer for larger, more complex projects, and in heritage protected districts as

well as in areas with greater population densities as there are more stakeholders with different interests involved.

The large scale initiation of preparations of detailed plans for new residential projects started in 2003 within the city limits, but quickly spread to the suburbs as the economy grew, interest rates dropped and the demand for affordable single-family dwellings increased. The initiation of preparation of detailed plans peaked in the city in 2004 with 38 plans for 2328 new dwellings and the adoption of plans in 2005 with 31 plans for 1599 new dwellings. The issuing of building permits peaked in the city in 2005, but most of the new dwellings were completed in 2006. In the suburbs, however, the real estate market was lagging behind at first, but the competition soon took over the majority of the market share for new developments. The large scale land developing in the suburbs gained momentum a year later than in the city, in 2004, with the initiation of preparation of 58 detailed plans for 799 new dwellings, which was three times lower at the time than in the city, but the imminent shift towards suburbanisation took place in 2005 when the initiation of detailed plans in the suburbs was twice as high than in the city. The initiation of detailed plans peaked in the suburbs in 2007 with 58 plans for 3078 new dwellings and the adoption of plans the same year with 51 plans for 2353 new dwellings.

As the boom hit the region, the demand for vacant residential land for construction skyrocketed and prices started to climb drastically to the point where investing in urban land started to become more profitable than to invest in construction. This was especially acute in the suburbs, where developers and suburban land owners started to rezone cheaper suburban agricultural land into residential land by initiating large numbers of detailed plans. As the land price could be increased on average by 92%, the land developers were primarily focused on the purchase of undeveloped agricultural land, its rezoning and subsequent re-sale.

The boom was short lived and the initiation of new plans was halted, but the construction activity did not hit bottom until nearly two years later in 2009. However, a lot of the adopted detailed plans were left pending in the planning offices as the interests of the developers diminished. The capital inflows dried up 2007, as the banks couldn't afford to continue to lend which caused a fall in domestic demand which in

turn lead to lower consumer spending, fewer property transactions, and halt in construction. By the end of 2014, only a third of the planned residential projects had actually been implemented both in city and in the suburbs. This is especially visible in the suburban zone where fragmented and patchy, chaotically built-up landscape threatens the sustainability of the new residential areas with detached houses delivering an average residential density in the fringe 40–70 in/km². The latter is irrational and inefficient in terms of utilities, urban infrastructure and public services.

The massive excess planning was caused by the discrepancies between financial and real-estate development cycles and the related uncertainties in demand and purchasing power on the one hand, and by the opportunistic land price speculations amidst loose planning controls on the other. Neo-liberal planning framework coupled with the fact that 97% of the housing stock is owned by private sector has proven itself too weak for growth management. The study underlines that the ad hoc planning model with strong private interest-driven detail planning at municipality level is inefficient to direct spatially-adjusted residential development, increase urban densities and buffer market volatilities. Emerging call for city-region approach in real-estate development presents a fundamental change in land use planning in Estonia.

Planning in the face of austerity: risk and opportunity in the Portuguese planning system

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Austerity has been one of the defining features of contemporary political economies in both sides of the North Atlantic. Enforced as the primary policy response to the succession of financial crises erupting in the protracted aftermath of the 2008 global recession, the reach and influence of what is now increasingly recognized to be a “dangerous idea” (Blyth 2013, see also Krugman 2012 or Mendoza 2014, amongst many others) has been and continues to be widespread. Few countries, however, have been hit harder than Portugal. Severely affected by the European sovereign debt crisis that began at the end of 2009, the center-left government then in power initiated measures to curb the budget deficit in mid-2010. While these initiatives did little to counter the rapid growth of public debt, in May 2011 an austerity-ridden adjustment program was signed with the EU and the IMF. But that was not enough. When in the following month the right came to power, the new prime-minister famously pledged to “go beyond” the requirements of the bailout agreement.

The consequences of these choices are widely (albeit certainly not unanimously) considered to have been devastating. In the words of economist Ricardo Paes Mamede, Portugal became “poorer and less optimistic about its own future” (Mamede 2015: 39). The first report of the Coimbra-based *Observatory on Crisis and Alternatives* is perhaps even more incisive in its characterization of the past decade. After analyzing multiple causes and dimensions of the Portuguese crisis, José Reis and his co-authors conclude that austerity is “a regressive form of political economy” (Reis et al 2014: 313). Like elsewhere in Europe, these and many other analysts point out (see also Ferreira 2013 or Peres 2014), the Portuguese economy did not behave as expected once austerity policies were put in place. Instead of revitalizing, it suffered

a tremendous slump. GDP per capita fell back to 2000 figures, salaries plunged and the unemployment rate went from less than eight percent in 2008 to almost eighteen in 2013 (more than forty percent amongst the young). But these were not the only devastating consequences. Alongside the economic recession, some of the most fundamental sustaining principles of the Welfare State crumbled beneath the inevitability of sweeping budget cuts (see, in particular, Hespanha et al 2014). In addition to the general impoverishment of the Portuguese population and the degradation of living conditions across the entire country, the steady weakening of social protections led to worsening income inequalities and deeper social injustices.

There is then a number of studies about the social and economic impacts of austerity policies in Portugal (in addition to the works cited above, see also Rodrigues and Adão e Silva 2015), but little is still known about their spatial effects. In fact, while analysts have focused on important dimensions of social justice such as labor relations (see, especially, Leite et al 2014) or the workings of the judicial system (see, for example, Ferreira and Pureza 2014), the challenges that have been posed to spatial justice remain unexplored. It is not just that the spatial dimensions of the Portuguese crisis, including its impacts on socio-spatial inequality, have been neglected. Like elsewhere in both North and South, the specific relationship between contemporary forms of austerity and land use planning is also yet to be fully examined.¹

This paper fulfills this dual gap. Deploying both qualitative and quantitative research methodologies, its objective is twofold. On the one hand it intends to consider the Portuguese characteristics of what Jamie Peck has called “austerity urbanism” (Peck 2012). Taking into consideration the institutional, geographical and cultural landscapes in which austerity policies have been implemented across Portugal, one of the primary goals of this paper is to identify the distinctive nature of their impacts on Portuguese cities. On the other hand it aims to reflect on both the ways in which spatial

¹ To be sure, this is not to say that the relationship between austerity and other areas of planning has not been studied. See, example, the Summer 2013 (Volume 6, Number 4) issue of the *Journal of Urban Regeneration and Renewal* dedicated to “austerity era regeneration” (editorial on Pugalís and Lee 2013) or *ephemera*’s recent issue (Volume 15, Number 1) on “*saving the city*,” which is particularly focused on collective organization and low-budget practices (editorial on Bialski et al 2015). On “austerity urbanism and the makeshift city” see also Tonkiss 2013. For historical comparison see Clavel et al 1980.

planning has been transformed by austere modes of governing and the set of tools that can be used to address its challenges. Unpacking the specific topography of risks and opportunities contained within the Portuguese planning system, the paper will evaluate different approaches to spatial policy making and propose possible alternatives for planning in the face of austerity.

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Resettlement: a possible strategic instrument within the Austrian spatial planning system

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Resettlement is a rarely used measure in Austria and does not exist as an autonomous instrument in planning law. Nevertheless, Austria faces nowadays two major spatial challenges, which seem to make it more relevant. First a strong exposure to a changing climate especially in the Alps, which leads to a rising hazard frequency¹ and second a decrease in population in certain regions². Planning authorities have basically two main options: Either they can witness the change in relevant framework conditions without setting countermeasures or actively try to steer the ongoing developments. Understanding spatial planning as a holistic state assignment means planning should not only focus on governing growth, but rather manage decrease. Thus, resettlement has to be recognised as a necessary instrument within spatial planning.

Austria's provinces have established a complex and highly sophisticated legal planning system governing the consumption of land. Surprisingly, regulations addressing resettlement processes are largely missing.

Planners and authorities in Austria are as mentioned confronted with two main spatial challenges that are highly relevant for resettlement measures:

- (1) Due to a changing climate hazard intensities and frequencies are shifting. Especially mass movements such as rock fall and landslides are likely to increase. That sets some existing settlements but also roads, power supply lines etc. at high

¹ Current data on the connection of climate change and vulnerabilities in Austria:
<http://www.climateadaptation.eu/austria/avalanches-and-landslides/> (23.10.2015).

² Population prognosis for Austria 2014-2030: <http://www.oerok-atlas.at/#map/312/2/47.7443,13.3300> (23.10.2015).

risks and brings up the question of reducing the exposure by resettling. Such measures are already discussed internationally.³

- (2) Many peripheral Austrian regions have a decreasing population. So there is a growing need of restructuring the affected settlements. Otherwise structural problems in infrastructure provision and cost issues burden the municipalities.

Resettlement though is a grave intervention in people's livelihoods by authorities. It has many dimensions such as the economic aspect of losing immovable property, the social side of the loss of the familiar environment and most likely also of the social structure. The involvement of many official and other stakeholders and the massive impact on the people affected make resettlement a delicate topic. Thus, politicians try to avoid resettlements as such decisions are unpopular.

As a result, hardly any research on this topic has been undertaken in Austria, so far. After two major floods in several alpine regions and especially along the Danube River in 2002 und 2005 an integrative interdisciplinary study was commissioned. It aimed at analysing measures, which could be undertaken to reduce flood risks as well as vulnerability of settlements and at initialising a discussion about the relevant legal framework. Resettlement as a strategic instrument was shortly assessed as one part of this research but neither further analysis nor policy formulation did follow.

But interestingly, resettlement does take place in Austria, however, so far only in a few cases after major floods and after an avalanche catastrophe. This raises the question of how these resettlements did work in detail as well as how planning authorities participated within the processes.

My research on resettlement starts with a comprehensive analysis of provincial planning laws and of the capability of planning authorities in taking a leading role in resettlement processes. Expropriation rights however exist mainly within infrastructural measures of national interest. Such rights are largely missing in the Austrian spatial planning law, which is settled at the provincial level. Regional concepts by the provinces did not address resettlement so far and municipalities, which are the

³ David López-Carr, and Jessica Marter-Kenyon. "Human Adaptation: Manage Climate-induced Resettlement." *Nature* 517, no. 7534 (2015): 265.

responsible authorities for zoning base their zoning plans on development concepts. Due to political reasons – as explained before – these are not likely to list resettlement as planning measures. Thus, resettlement is based on voluntary participation of the population affected. It further needs the willingness of all stakeholders and as well as public financing. That brings the research to the second key point, the role of spatial planning and planning authorities in resettlement processes. For this analysis the study relies on interviews with stakeholders who that took part in executed resettlements and their assessment of the role of spatial planning tools. The collected qualitative data serves as a foundation for the construction of a system theory based resettlement model. This model can identify key elements in such processes and values the role of spatial planning within.

The ongoing research shows so far, that the Austrian spatial planning system could be adapted in certain ways to implement resettlement as a strategic planning instrument. A first essential step would be defining resettlement guidelines for the process as well as for the financing, followed by the adaption of legal regulations. Resettlement could thereby help to face spatial challenges originating from climate change or decreasing population as well as others.

Australia's distinctive strategic planning arising from rapid national population growth and sub-national state competition for metropolitan development

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Statement of problem

Australia has the highest rate of population increase of all developed nations, driven by a high rate of immigration. It is also a federated nation, and one in which each state's population is heavily concentrated in a primate capital city and in which the state governments have constitutional control over urban planning and development (Searle and Bunker, 2011). This combination of factors has led to globally unique state responses to metropolitan planning and development in response to the challenges set by these factors. The planning problems arising from these factors are:

1. How to provide housing and employment for rapid population increases in the largest four cities, each with more than 1.5m people.
2. These increases are exacerbated by interstate competition in which the size of each state's largest (capital) city is seen as a marker of state success, leading to a reluctance by governments to consider slower growth rates.
3. How to provide adequate infrastructure to accommodate population growth in outer metro greenfield areas in line with traditional Australian preference for low density housing, in a context of state fiscal stringency; one consequence is high cost housing land as land supply is restricted and the state puts infrastructure charges on to developers.
4. In particular, how to provide adequate public transport to growing outer suburbs when public transport there will be loss-making because of low densities and therefore difficult to justify from the prevailing neoliberal viewpoint.

5. Policies of urban densification for accommodating population growth, to save on infrastructure costs and better support public transport, are restricted by local opposition to rezoning to higher densities, exacerbated by Australia's high home ownership rates which feeds into perceived loss of local amenity and property values; as a consequence, supply of land for high density housing is restricted.
6. The need for governments to focus on infrastructure and job provision because of high metropolitan population increases means that the big cities expand unsustainably into fertile farmland and some valuable ecological precincts.
7. Lack of state funds means state provision of affordable housing in a nation of globally high housing prices is almost absent, and there is a reluctance to ask developers for an affordable housing component because it might compromise overall housing supply targets.

This leads to a very different kind of strategic spatial metropolitan planning compared to developed countries where city growth is not as pronounced, such as Europe where the emphasis is on relationships between centre and periphery, for example (Salet et al, 2015).

Objectives

The paper's main objective is to explain how Australia's very high population growth, its federated system with very strong state government control over urban development, and its pattern of primate cities in each state, have generated a globally unique pattern of metropolitan planning and development. A sub-objective is to provide a significant national-scale case study of the problems and policy dilemmas in responding to rapid city growth in a neo-liberal climate, despite the existence of strong constitutional urban planning and development powers.

Methodology

The paper uses a combination of insights from existing academic publications on Australian metropolitan strategic planning and development over the last two decades (e.g. Searle, 1996; Searle, 2007; Searle and Bunker, 2010), and recent academic and non-academic publications (such as Kelly and Donegan, 2015) describing and critiquing Australian metropolitan development and policy responses to support the arguments in the paper.

Main results and contributions

The main results and conclusions are:

1. Australian state governments compete for population growth in their primate cities, generating high city population growth in a context of very high national population growth.
2. State fiscal constraints in a climate of neo-liberalism, including a reluctance to borrow, have caused infrastructure shortages, especially for infrastructure that is less attractive to the private sector such as public transport, resulting in a lack of public transport in new outer residential areas and also over-building of privately-funded motorways in Sydney and Brisbane.
3. The priority that needs to be given to transport infrastructure in a context of rapid population growth has helped to cause transport planning to become disconnected from land use planning.
4. Infrastructure shortages have caused state governments to restrict the supply of greenfield residential land and to pass on increased infrastructure charges to developers, both resulting in high housing prices.
5. High outer area house prices have caused increased demand for higher density housing closer to city centres, but the cost of apartments has been driven up by shortages of available sites due to home owner resistance to rezoning to higher densities.
6. The need for state governments to achieve high dwelling construction targets has caused some high densities to be zoned in areas with inadequate infrastructure.
7. Recent moves by the national government to provide funding for transport infrastructure have ameliorated state funding shortages.
8. Concerns about, and actions to promote, sustainable growth have been more evident at the local government level than at state level in the largest cities.
9. Interstate competition for metropolitan growth has also caused state governments to compete for jobs in an oligopolistic fashion, to drive city growth. This interstate competition shows several characteristics of oligopoly theory (Baumol, 1959), notably including copycat behaviour in terms of matching tax incentives and in

providing state-supported job generating facilities such as casinos and convention and exhibition centres.

10. These findings can be considered against New Economic Geography models that suggest concentration in large cities is nationally efficient (Martin, 2015), a policy direction supported by the OECD and World Bank (2009). The Australian case reported in this paper suggests that such metropolitan concentration can be problematic in a fiscally constrained environment, and where land supply for residential growth is limited by infrastructure constraints and resident opposition to upzoning.

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Who builds local scale and what for? Redings from the expansion area of Belém

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This article assumes the perspective of dialectic interaction between morphological and sociological elements, following Lefebvre (1999), to understand the emerging logic of urban space structuring and of social organization in Belém's expansion area, assuming spatial attributes and social relationships as main evidences.

The occupation of the expansion area of Belém dates back to the mid-1960s, period of intensification of capital and people flows, when the Amazon region was the target of federal interventions that aimed to promote Brazilian Amazon's spatial and economic integration and the boost national development. Amazon was late and quickly integrated to economies of more industrialized regions of Brazil, and had as side-effects the breakdown of traditional way of life and the deepening of existing socio-economic imbalances.

Regional processes (integration, migration and economic crisis) intensified the occupation of the expansion area of Belém, structured along the axis of Av. Augusto Montenegro, which caused a growth rate for this area three times the national average during the 1980s (TRINDADE JR, 1998). Since then the area has been occupied by different spatial patterns here assumed as typologies, that correspond to the performance of different agents producers of the urban space, and strongly rely on marketing for the development of the area, thanks to its location within the metropolitan context, and despite the precariousness of urban infrastructure available.

Records from different historical periods, that overlap themselves on that space, form a complex urban fabric, in which various forms of settlements coexist (LIMA,

2002), as official housing, gated communities and squatter settlements, which are not integrated among themselves, and increasingly tend to differentiate and to deny their surroundings. Occupancy standards identified in the area made up a disjointed and fragmented urban fabric, such urban fragmentation was derived from social and spatial segregation, and materialized by creation of borders, voluntary isolation of groups and differentiation in levels of accessibility to urban services.

Such patterns raise analogies with other studies that investigate the role of street throughout the history of Brazilian urbanization as a place to be denied, because of its association with devalued uses such as accommodation of slaves and animals (LEITÃO, 2005), that explain how the withdraw from the street or public area became a social stratification mechanism through new forms of occupation. This process had its peak of denial when gated communities enclosed themselves, but established virtual cooperation strategies with their peers. As well as getting away from the street vicissitudes, the choice of isolation among equals results from a need for social and spatial distinction, and tends to transform public space into marginal space.

According Sposito (2013), the analysis of differentiation processes of contemporary society shows that social groups tend to cluster in order to ensure their sense of belonging and security, which contributes to the impoverishment of the diversity of social relations and denial of city as a collective product.

Under this context, this article analyzes the occupancy patterns of Belém's expansion area and inhabitants' local strategies of integration and / or segregation across existing typologies in the area to check on what scale decisions are taken to establish them. To achieve this goal were performed readings of secondary data for nine districts which have their access depending on Augusto Montenegro, to classify typologies of existing settlements. From then focal groups were conducted in selected settlements (vertical, horizontal, open, closed, of public or private production, informal occupation) to explore the relationship of inhabitants with public and private spaces focusing on four dimensions of life (supply, work, leisure, education). Semi-structured interviews with former residents and field observations at different times and days refined obtained results.

The study revealed that housing typologies were produced by or for specific social groups that do not recognize each other as part of the same reality, and increasingly tend to isolate themselves, producing morphologies that represent a new class distribution in space. Peculiar strategies of segregation and cooperation were detected, and the analysis of the residents' records revealed the prominence of local scale as spatial unit for fragmentation and articulation of urban space, since closed communities correspond to 12% of covered area and the perception of fragmentation is much higher than that, these mechanisms were adopted to cope with urban violence as a population's response to environmental adversities.

The arrangement between different typologies also highlights the role of private ownership and strict separation between the public and private dimensions, typical of Brazilian urbanization and capitalist hegemony (MARICATO, 2011). This organization has produced a mix of environments, where the proliferation of isolated settlements contributes greatly to the elimination of urbanity, of community conviviality and understanding of diversity. It also fosters hostility between residents of different settlements studied, and tacit agreements on the use of public spaces by the population, visitors and criminals (e.g.: drug dealers). The discussion on how these typologies relate search for alternatives to reproduction of life in this area, despite their social and spatial disparities and the expectation of social (des) construction of the city from the private dimension.

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The financialization of Brazilian State spaces

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Key-words: Financialization, state spatial rescaling, Urban Reform, Brazil

This paper is aimed at generating a deeper understanding of how the territorial intervention and organization of the Brazilian State, at multiple scales, has been shaped – especially from the 1990s onwards – in function of projects and strategies that are increasingly articulated with interests of (public and private) agents (alike) that operate within the real-estate/financial complex¹.

Besides, we aim to discuss the challenges that these changes have generated for the Brazilian agenda of Urban Reform. The underlying hypothesis is that this agenda has distanced itself from the original right-based approach, and has increasingly been filled in according to a project of financialization and competitiveness. Brazilian Urban Reform represents an arena that is contested by actors that strive to fill it in according to their own (frequently conflicting) projects.

The starting point is to review the (inter)national debates on the “financialization of space”², and explore possible connections with State Spatial Theory as developed by Neil Brenner and others. As known, the latter approach was framed around an articulation between historical and geographical materialism – Harvey and Lefebvre, among others – and state relational theory according to Jessop and others. On the basis of this perspective, *state spatialities* (the various forms of territorial organization and intervention of the state, at multiple scales) are not static, but change in light of a

¹ Aalbers (2008 e 2009) proposes a new metaphor that can help to centre attention on the connection between real estate, finance and states: the real estate/financial complex, akin the military/industrial complex. Both complexes should be seen as triangles since states are also part of the equation.

² See, for example: Harvey (1989, 2006, 2009), Aalbers (2008 e 2009), French et al (2011), Gotham (2009), Keil (2010).

continuous restructuring of the accumulation regime as well as the contestation of actors over the direction of public strategies and projects.³ Over time, this interaction has generated state selectivity in relation to spaces and prioritized social groups.

This theory has shown that state spatiality has evolved since the crisis of the Welfare State, particularly in Western Europe and the United States. For example, authors such as Brenner have stressed a transition from Spatial Keynesianism⁶ – based on redistributive projects and strategies coordinated at the national scale – to a rescaled and competitive regime. Generally speaking, the latter is characterized by the emergence of projects and strategies structured around an agenda of urban-regional competitiveness and the strategic presence of other scales (both supra-national and local) mediated by the Nation-state. This transition has not been linear, however, and it has been characterized by continuous and contradictory movements of de-regulation (roll-back) and re-regulation (roll-out) of the state.

In relation to multi-scalar state policies in the US and Europe aimed at the financialization of space, several issues have been stressed by the specialized literature, such as: the promotion of secondary mortgage markets, mortgage-backed investment funds (articulated at the national scales but reinforced by the “local growth machines”) and public-private partnership operations around land use at local-metropolitan scale. Some of these tendencies have also received active support from international agencies such as the World Bank and the Inter-American Development Bank.

Embedded within this international debate on financialization, this Research Project aims to analyse the Brazilian scenario in terms of a rescaling and restructuring of the National Developmental State (as discussed by Klink, 2014 and Barcellos de Souza, 2012). It is stressed that, different from a perspective of a rather clear transition from a Welfare State to a financialized and rescaled regime in Western Europe and

³ An important aspect is the relational approach, that is, both state spatial projects and strategies are shaped but also influence changes in the accumulation regime.

⁶ Spatial projects are related to the internal territorial organization of the state, such as the geographical divisions, tendencies of centralization/decentralization and homogenization/differentialization of space. Spatial strategies of the state are associated with effective territorial interventions, such as explicit urban regional policies or its indirect spatial side-effects.

the USA, the contemporary process in Brazil reinforces a historical pattern of socio-spatial selectiveness and exclusion. Moreover, the objective is to articulate thinking on the restructuring-rescaling of the national-developmental state with the main strands of Brazilian debates on financialization of space, a process that has been set in motion since the macroeconomic stabilization plan of 1994 (the *Plano Real*).

Some of the dimensions that are expected to be explored along these lines are: public-private partnerships operations around land use at urban-metropolitan scale (*operações urbanas consorciadas*); the restructuring of the national regulatory framework that surrounds capital markets and resource mobilization in the housing and real estate sector; the federal housing program *Minha Casa Minha Vida* and its linkages with Initial Public Offerings of Real Estate firms as well as the intense escalation of real estate and land prices (and asset price escalation of real estate funds).⁷

The research is expected to contribute to increase the understanding of the impasses that surround the contemporary Brazilian Agenda of Urban Reform. The hypothesis is that the original more radical project (as inspired by providing direct access to land, the right to the city and a redistributive agenda) has been hollowed out and distorted through actors that have filled it in according to a project of competitiveness and financialization. This implies that the prevailing analysis of Urban Reform in terms of the effectiveness and efficiency of the planning instruments are insufficient. Instead, our understanding of the challenges of Urban Reform is based on how public and private actors alike have used these instruments in order to implement their own specific projects and interests.

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Esplanada's Condominium territorial planning of occasion

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This paper have to intention of understand the conception of the state Brazilian programs in Guarulhos' city in Pimentas' neighborhood, in São Paulo. Seeing that in this neighborhood occurred many investment of Federal government Brazilian and some investments with subsidy of São Paulo's State since 2000. Due the coordination of Municipal Government by PT and of Federal Government by same politic party, the country enlists several federal's resource, or rather, resource of varied government folders. Therefore the country enlist resource to do one Bus Terminal, to one Federal University, to one CEU (Unified Educational Center), to one Municipal Hospital, to do road improvements, these investments enable the deployment of a large condominium MCMV (My Home, My Life), entitled Esplanada (Esplanade) Condominium with 500 housing units constituted by 25 building with 5 floors. In which, they were placed 7 communities in this development.

Beyond these trouble, even though all investment, the space is fragmented spatially, what result in the formation of clusters and transform such spaces in the city, in spaces no city for the people, what it makes necessary a study of spatial policies and land use planning, of dimensions of spatial planning in addressing socio-spatial inequality, of impacts of national, state and local regulations on the urban land use, of the role of land use management in urban design and place-making and of relationships between infrastructure, real-estate development, and spatial polices.

Studying the local land use planning and the spatial policies implemented by the municipality and funding for MCMV, understand the reasons why the conformation of the space occurred and how these implications have transformed the space. Because the attempted of the densification developments led existing conformations today.

Already studying the dimensions of spatial planning in addressing socio-spatial inequality, we can understand why it space can be orderly this way. And because the attempted of the consolidation in State interventions provide this form of occupation. With study of impacts of national, state and local regulations on the urban land use in this local, we can understand how the transformation in this space was possible and why these spatial transformations were combined in this way.

Already with study of the role of land use management in urban design and place-making, we can know as the state cannot have dominion over the urban territory, not whether or not you want to act on private property.

With study of relationships between infrastructure, real-estate development, and spatial polices we can understand as the space were changed and which were the implications of the interventions of State with the special polices and infrastructure's implementations, and as the real-estate development influenced in the space.

But to we have this comprehension, before is important understanding as the State and the real-estate, enlist resource to change the localization in this territory of Guarulhos' city. And how the spatial polices of State if relate with the real-estate market handling the own space to configuration of no city for people. To this comprehension, it is necessary the understanding of why the relationship between real-estate market and the state regulation engender the localization in this territory of Guarulhos' city. Insofar as the localization in this space of the city was engender by the own relationship make with the State and the society. Moreover, the society in this case was represented largely by real-estate market, or rather, by its employees and capitalists involved in this area.

The State being the responsible for allowing capitalism to continue reproducing, and this makes the company adapts the reproduction of capital accordance with its current dominant ideology, because the State is composed of various parts of society, which have different ideologies and all these ideological conflicts are internalized in the State.

Through of the theories about localization in the space, both Flavio Villaça as in Csaba Deak, the localization is not a gift of nature, but the localization is a product made by the man, and this comprehension about localization and as it if transform is

primordial for understanding of their instruction both spatially as socially. Because the conformation of the space will be given through the social and economic arrangements at each localization. This arrangement between society and economy determines the acceptable conditions for the regulation of space are these specific regulations regular or irregular, or rather that part of the legal city or the real city.

The research about spatial characteristics and renewal policy mechanism of industrial land use - taking Shanghai and Shenzhen as examples

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Keywords: Cross-regional comparison, Industrial land use, Policy mechanism, Urban renewal, spatial transformation

China's new urbanization policy has made the invisible land issues highlighted. The Yangtze River Delta region and the Pearl River Delta region are playing the leading role in the process of industrialization and urbanization in China, and Shanghai and Shenzhen are two typical cities in these two regions. Obviously, the two cities are facing the limitation of urban development land use scale since the beginning of the twenty-first century. In order to tap potential of existing land resources, government in the two cities have promulgated policy documents for guiding urban renewal transformation, which is highly consistent with China's new urbanization policy. Specially, in this policy evolution process, spatial transformation of industrial land is the key point of scale-reduction and stock-land-using oriented planning. Spatial related urban land use policy analyses may give us some understanding about the urban and urban planning.

So, the comprehensive utilization of spatial structure comparing analysis, quantitative comparing analysis based on statistical data, and site investigation comparing analysis, is the main methodology of this paper.

First of all, this paper analysis the different spatial structure characteristic of industrial land use in these two cities, simultaneously the evolutions of the industrial land use

structure of these two cities are different too, and point out the different effects on industrial land spatial layout of economic development and government intervention model. Meanwhile, this paper compares the statistical analysis, and try to explore the different industrial development path of these two cities. Secondly, this paper compare the evaluate results of industrial land use spatial performance of these two cities, instead of the only methods of economic performance evaluation. In fact, industrial land use performance evaluation not only pay attention to the economic output of industrial land, but also concern the spatial structure of the industrial land and the spatial match characteristics with other functional land use. Thirdly, this paper compare the different construction status of industrial land use of these two cities, particularly the different build environment of industrial parks which take important role in the local economic development.

In order to reveal the fundamental questions of industrial land use in these two cities, this paper this paper selects the typical industrial cluster of the two cities with similar scale and location to compare, including the renewal process, policy conditions, planning approval, redevelopment model, space reconstruction mode, etc. Taking Shanghai and Shenzhen as examples, the most important part of this paper, is the analyses about main problems on current industrial land use in urban and rural areas, and taking into consideration the requirement of “less industrial land” of the new urbanization policy, it concludes that industrial land renewal is an important part of city renewal. As the deeper step of the research above, the methodology of this part is combining the quantitative analysis for the statistical data with spatial match analysis, and the construction of spatial performance evaluation system. Analysis shows that industrial land use in these two big cities has such problems as too large scale and size, unorganized spatial layout and much inefficient use. These lands are the main objects to revitalize the inventory and tap the potential of land resources. Related researches cannot meet the objective needs. Firstly, they emphasize learning from international experience, but ignore the particularity of land financial impact on the industrial park land in China. Secondly, they stress the economic evaluation of industrial land, but neglect the evaluation of space efficiency. Thirdly, they focus on

study of partial update, but neglect the overall planning of urban-rural industrial land and interact with the urban and rural spatial structure.

Furthermore, Based on the above research, the paper points out the main result, that the spatial transformation of industrial land suitably based on the median-level spatial arrangement, leading the trend of micro-level spatial transformation and macro-level industrial spatial aggregation. In addition, the paper argue that, in contemporary Chinese context, the meaning of spatial transformation of industrial land includes spatial aspects: spatial structure optimization, adjustment of proportion, and transformation of functional structure, and policy aspects: transformation of urban development model, and policy mechanism aspects: policy is formulated according to the spatial evolution mechanism. Meanwhile, there may be differences among different regions. Finally, it can be seen that Shanghai and Shenzhen have quite a different impartial concept and re-distribution mechanism of interests at the industrial land renewal.

To sum up, this paper put forward several issues for concerning and point out some arguments with contribution. Firstly, the status of industrial land use is the most outstanding problem in big cities, especially the industrial land which located in industrial parks and rural area. And the methodology in research process should pay attention to combine the solid data, solid pattern, and solid site investigation together. Secondly, we are looking forward to construct the theoretical framework of spatial performance evaluation on industrial land, besides the economic evaluation. Thirdly, in view of the judgment of the trend of industrial space reconstruction, this paper puts forward study measures and ideas of broadening the meaning of city renewal, redevelopment, particularly the urban regeneration. Finally, this paper argue that, the two cities- Shanghai and Shenzhen had great differences in urban renewal policy system and local space governance mechanism; but from the perspective of urban long-term development, spatial related social justice is a key issue we should concern, we are trying to approach this specific theme in terms of overall space fairness.

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Spatial mismatch and smart development path of poverty cluster in metropolis: innovative, inclusive, and link

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Keywords: Urban Poverty, Poverty cluster, Spatial Mismatch, Smart Development Path

Globalization, market transition and social structure change in china, which have been accompanied by unemployment, social inequality, immigrants, marginal groups, are creating increasing concentrated poverty in metropolis. Urban poverty clusters are viewed as a critical problem not only in respect of citizenship livelihoods, but also of the social and spatial differentiation that causes society unsafely, and the tremendous local public finance burden. A smart way to alleviate urban poverty is one of the key points to keep sustainable development.

More research attention of urban poverty in china focused on social inequality and wealth distribution, less on spatial problems that cause poverty concentrated and persisted. This article aims to analysis the spatial reasons for urban poverty concentration, and to examine the effect of different spatial development path for poverty clusters, then to discuss how to form a smart spatial development way to alleviate it. We use comparative study, based on three cases of poverty clusters in Shanghai, which have the same social and historical background but different spatial develop paths, to make it concrete. One case is a existent poverty cluster without spatial change; another has been redeveloped to homogenization by Government; The other one has taken a interactive update with artists, forming not homogeneous but a interactive spatial cluster.

The finding suggests that besides historical and social reasons, “spatial mismatch” which limits the personal development opportunity and isolates information flow from outside, have caused poverty clusters worse and continued. Some spatial changes, like urban redevelopment, just make homogeneous urban space meet the

non-poor requirement. However, they shape a new “spatial mismatch” for the poor without bring new space system and create huge financial burden as well. On the contrary, the innovative update with artists joint is not only changing the poverty cluster’s isolation, but also shaping an inclusive unite community which enhances the knowledge and information flow and brings new job opportunities and skills.

It suggests local government should adopt an innovative approach to poverty alleviation, alter spatial mismatch and add the link of poverty to other social class, rather than the “eradication and resettlement” approach or isolated public works.

Understanding the space-time structure of urban activity space based on the cell phone signaling data: a case study of Shanghai

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Keywords: space-time structure; urban activity space; cell phone signaling data; Shanghai

Several attempts have already been made to analyze urban activity space, but the datasets employed have typically been neither dynamic nor fine grained. Against this backdrop the mobile phone signaling data is both highly mobile and yet still localizable in space, which makes it a uniquely useful tool for conducting large-scale, representative urban space-time structure research. The development of information communication technology provided an effective approach for the data collection of residents' temporal and spatial behavior and an opportunity for the transformation of research methods on the interrelationship of the urban spatial environment and individual behavior. This could bring about the opportunity to derive land-use information from mobile phone signaling data.

Since China's reform and opening, the cities have experienced a profound change in terms of society, economy, and space, along with the reform of land system, financial system and housing system. Nowadays, China's urban space is still in the phase of reconstruction, which will affect the urban spatial structure and thus the urban activity space. While with the development of globalization and informationization, especially the mobile information and communication technologies have accelerated the changes of people's daily life, which will affect the urban activity space and thus affect the urban spatial structure. The spatial distribution of urban elements is the major carrier of urban residents' activities and the important factor of affecting the temporal

and spatial behavior as well. Based on this understanding, this paper tries to taking Shanghai as a study case and collecting spatiotemporal cell phone signaling data from China Mobile(the largest telecommunications company in China) to study the urban space from the perspective of residents' real activities.

This paper (1) analyzes the overall characteristics and dynamics changes of urban activity space, and its formation mechanism from the three perspectives of time, space and activity; (2) selects several locations of different activity types and some works have sought to in selected locations. We then employ some approaches for this complex dataset to identify and extract patterns of mobile phone usage in selected locations, thus identifies the elements of urban activity space base on people's activity and analyzes the urban activity spatial structure; To verify the application of this new data source to urban land-use classification, we first construct a vector of aggregated mobile phone signaling data to characterize land-use types. (3) through the comparison of urban activity spatial structure and the current urban spatial structure (measured by urban residents' population, land use, infrastructure, etc.), analyzes urban spatial structure in the Information age from the perspective of urban hierarchy, relationship of activity and land use, space in flow, and function zoning.

The results demonstrate the strong ability that the cellular network data can give a continuous representation for the temporal and spatial behavior in aspects of sample size, coverage and time span of the mobile phone data. Through data mining and analysis, both a broadly comparable rhythm and significant different signatures in each of locations can be characterized. Different types of activity space have quite unique patterns, including a clear double/single peak and varying ratios of weekday-to weekend activity. An analysis of the land-use classification results shows that the detection rate decreases as the heterogeneity of land use increases, and increases as the density of cell phone towers increases. As a new classification different from the conventional method according to the physical space attribute, this method can reflect the actual density in the existing urban environment objectively. The paper is concluded with a discussion on the application value of cell phone signaling data on urban activity space assessment and some suggestions on adjusting and optimizing of the spatial development and residents' behavior in urban environment. The results

support the computational and comparative analysis of space through the lens of telecommunications usage, enhance our understanding of the urban activity space and provide an important new way of looking at the city as a holistic, dynamic system. The research achievements in this paper have a great scalable application in urban temporal and spatial behavior research. By combining with spatial elements data, the interrelationship of urban environment and residents' temporal and spatial behavior can be grasped to effectively manage and coordinate the relationship between traffic demand and supply and improve the capacity of planner and decision-maker to master the trend and direction of urban development in future macro-decisive urban spatial analysis.

Infrastructure x urban precariousness: a case study on the transformation of the physical environment in living space

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The urban sprawl pattern in Sao Paulo was based on the allotment of scattered nuclei, more or less distant from the centre, connected to scarce axes where the modal infrastructures and urban services were concentrated. The growth of these nuclei generated extensive urban fabrics, predominantly residential and precariously urbanized, characterized till today by the shortage of public facilities and open spaces. In these fabrics, urban infrastructure was partially settled over public land, while the remaining properties were occupied in an informal and fragmented manner, subjected to their owners' individual resources.

This process was specially harmful in Sao Paulo's portion of urban sites characterized by the river plains of its originally meandering main rivers, because the transformation of the wet physical environment into urban settlement – and then later industrial settlement – was made individually, through uncontrolled landfills in parceled plots, causing a series of environmental and urban issues related to the changed hydrological regimes, flooding points, soil contamination, discontinuities in the urban fabric and land irregularities.

The urbanization works of Tiete's floodplain, inside Sao Paulo's municipal borders and launched at the end of the 19th century, could be seen as an exception in this course, because the rectification of a large stretch of Tiete River (1938 to 1968), together with urban land structuring, should have enabled the occupation of the new sanitized areas, which comprised 3300 hectares.

However, the purpose for this paper is to prove how the sequence of plans, projects, works and public resources invested for more than 130 years in a significant parcel of Sao Paulo's territory weren't capable of changing the city characteristic sprawl pattern, in which the urban infrastructure axes are juxtaposed to poorly

urbanized areas. It hopes to demonstrate that, despite the construction of the metropolitan infrastructure – Tiete’s canal and marginal avenues –, the occupation process of Tiete’s floodplains by private agents was similar to the one practiced in numerous subdivisions in the city, worsened by the individual burden of adapting the physical environment to the technical industrial needs, with amplified impacts on the most vulnerable settlements, established between the larger built plots.

Therefore, it intends to analyze, in a comparative basis, the process of transformation of two stretches of Tiete’s banks, in the municipality of Sao Paulo, where there are innumerable precarious settlements with high social vulnerability indexes and flooding and contamination problems: Jardim Helena and Parque Novo Mundo.

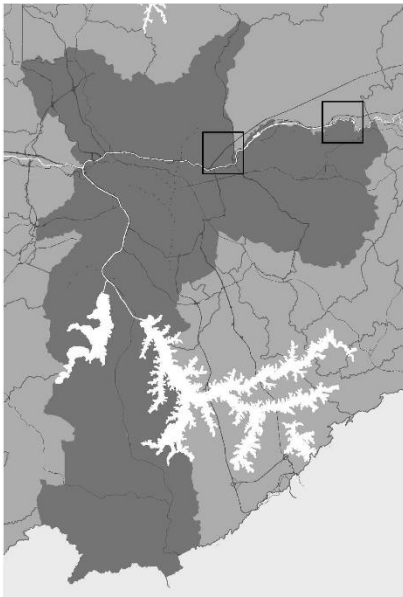


Figure 01: Municipality of Sao Paulo: Parque Novo Mundo (Center) and Jardim Helena (East).

Jardim Helena corresponds to a swampy area in the Far East of the city, on the left bank of the non rectified Tiete’s stretch, which had its occupation propelled by the installation of an industry in the beginning of the 20th century. Parque Novo Mundo is a relatively central area, on the right bank of Tiete’s rectified canal, close to the meeting of two important national highway axes: Via Dutra and Marginal Tiete, which had its occupation enabled only after the rectification works and the execution of these roads.

The paper is supported by cartographic analysis, in distinct moments: 1930 (Sara Brasil topographic survey), 1972 (Gegran topographic survey) and 2004 (Orthophotography and MDC topographic survey). These graphic pieces will be manipulated so to highlight the occurred physical alterations (contour lines, hypsometry, water bodies, wetlands and dry lands), in comparison to the evolution and characterization of the urban occupation (urban infrastructure, land subdivision and land use). This analysis will be collated with data and official statistics, particularly in what refers to vulnerability, urban legislation and eventual plans and incidental projects.

Some of these pieces have already been prepared [see Figures 02 to 08] to formulate the issues discussed in this text and the images attached tries to illustrate, succinctly, some of the points to be considered.

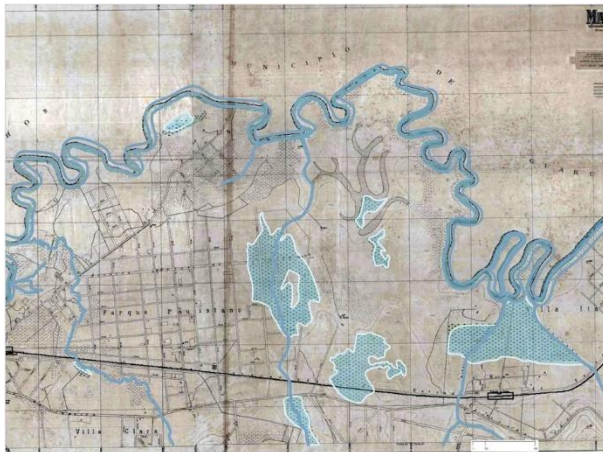


Figure 02: Jardim Helena in 1930. At the center of the picture one can see the areas drenched along the stretch of the Agua Vermelha Stream.



Figure 03: Jardim Helena: overlap of today's contour lines (2004) to the 1930's base. Observe how the Agua Vermelha Stream axis conforms to the area's watershed.

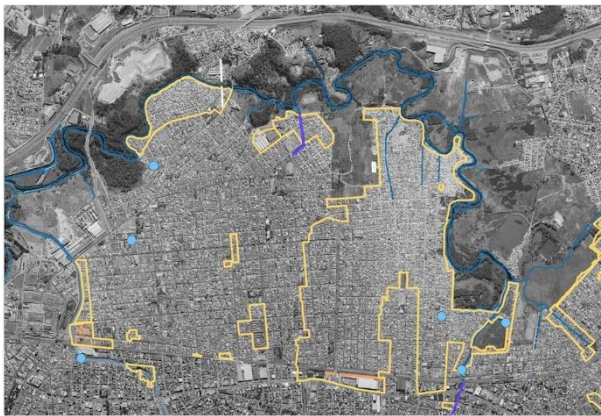


Figure 04: Jardim Helena: the highlight areas correspond to the Social Interest Special Zones (ZEIS, in Portuguese), areas under flooding risk, in 2004.

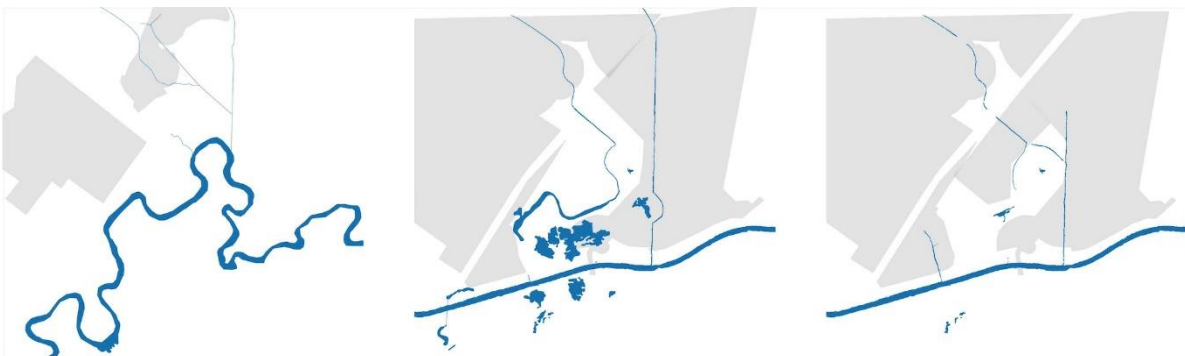


Figure 05: Parque Novo Mundo: sequence of urban evolution in three moments: 1924, 1958 and 1972. See the radical decrease of surface water.

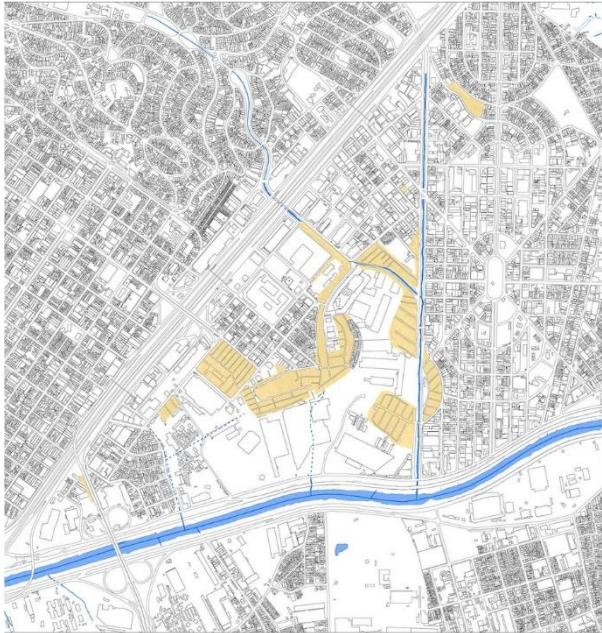


Figure 06: Parque Novo Mundo: informal settlements in 2004.

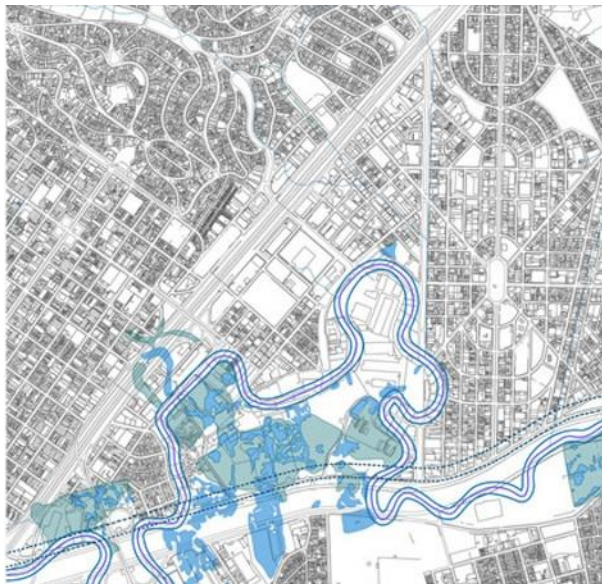


Figure 07: Parque Novo Mundo: overlap of 1930's hydrography over today's base. See the correspondence between the original Tiete River riverbed (1930) and the informal settlements in 2004.

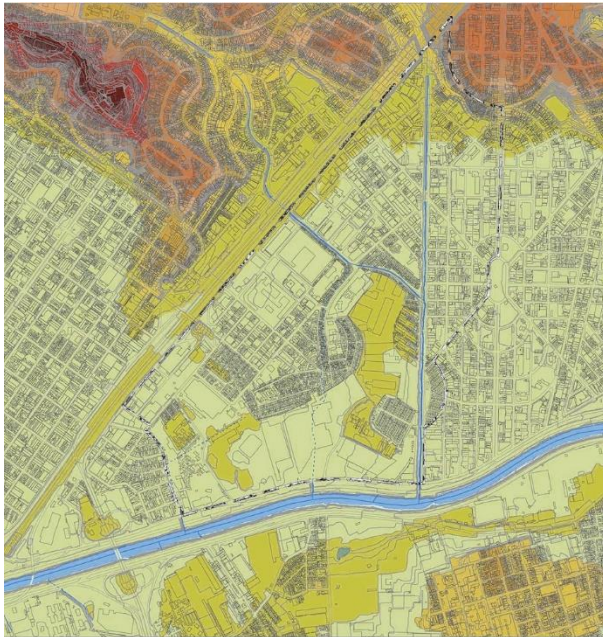


Figure 08: Parque Novo Mundo: hypsometry in 2004.

Seventy-seven years after the beginning of the rectification works of Tiete River, the recurrence of non-executed works for Tiete's urban axis points as one of the main interventions for the organization of Sao Paulo metropolitan space, not succeeding completely in this goal, despite the scale of the works and the resources used. By investigating these model stretches in detail, it is intended to amplify the alternative interventions repertoire, counting on the fact that these surveys and verifications can complement similar studies in the pursuit for new elements and purposeful ways that consider the desired relation between physical environment, construction of urban infrastructure and living space.

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The use of urban watersheds as a geodesign framework in planning education

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Bridging theory and practice through problem-solving planning strategies.

OBJECTIVES

The purpose of this paper is to demonstrate the use of technology-assisted multi criteria analysis and participatory approaches as effective tools for implementing the pedagogic guidelines of the Architecture and Planning Undergraduate Program at the Federal University of Minas Gerais, Brazil. It reports on a planning studio experience that uses the hydrological cycle in urban watersheds as a powerful analytical framework for understanding development environmental impacts and spatial justice issues from an integrated and interdisciplinary perspective, involving contentious interest groups and mediation strategies, aiming at more sustainable and shared decision-making processes.

BACKGROUND AND PROBLEM IDENTIFICATION

Having a strong emphasis on urban environmental planning and housing policies, this recently created program has been considered innovative for its highly flexible curriculum and its focus on bridging theory and practice through problem-solving planning strategies. Its pedagogical project has its origin in debates that took place within the Architecture and Planning Graduate Program – NPGAU at UFMG that recognized the need to overcome the strong architecture and design tradition of the former undergraduate program, towards a more interdisciplinary profile of future planners that have been claimed by Brazilian changing society.

This new graduate program has been launched in 2009 with a total of 3.600 class hours, being 15% made up of compulsory theoretical courses, 60% of compulsory practice studios and the remaining 25 % of free course choices, open to

complementary concentration areas. As pointed out by MOURA (2014), one of its main quality - its wide opened flexibility and lack of pre-requirements amongst disciplines supplied, also became the origin for its main problem: how to organize theory and practice contents, involving different scales and complexity levels?

The experience reported on this paper refers to URB-017, a 120 class hour studio on Urban Watershed Planning Issues and the use of Vargem das Flores water supply reservoir and its catchment basin as a framework to integrate physical, biological and socioeconomic aspects of urban environmental planning.

Located in Belo Horizonte Metropolitan Area, this watershed encompasses portions of two important industry based municipalities: Contagem and Betim, both pressured by urban development, land use conflicts and lack of adequate infrastructure. Regardless its importance as a strategic water supply resource, the lack of effective and coordinated land use management, increasing pollution levels, major highway projects, deforestation and prime farm land transformation have caused severe environmental impacts on water quality and supply, also aggravated by a recent long lasting dry season.

METHODOLOGY

The students were divided in groups of three, each responsible for a different watershed subdivision. The use of Geographic Information System, multicriteria analysis and digital modeling have allowed the diversification of traditional inventory methods and the expansion of students' perception of local issues and their connections to the whole study area and more general processes, as suggested by VILLAÇA (2001), involving several analytical dimensions in a systematic and integrated way, leaving more class time for field work.

On-site inspection of the effectiveness of public policies and survey of community perceptions of everyday problems made it possible for students to decode existing rules and regulations, values, landscape components and urban space elements before proposing new scenarios in real contexts and then critically explore and discuss the resulting impacts.

The use of a Geodesign framework, as proposed by STEINITZ (2012), made it possible to organize and model each phase of the planning process, from describing

and understanding how the study area operates, identifying different interest groups and discussing how this reality can be change by planning strategies which have to be negotiated amongst the affected stakeholders.

MAIN RESULTS AND CONTRIBUTIONS

The use of a urban watersheds as a Geodesign framework that combines geotechnologies, traditional planning techniques and community involvement provided a more comprehensive understanding of contemporary complex urban environmental issues, achieving better results for the course objectives and the program pedagogic objectives. It also helped structure planning phases and processes, stakeholders' motivations as well as negotiation steps in favor of shared decision-making processes, qualifying the use of GIS tools to achieve more sustainable and inclusive proposals within very complex socio environmental contexts.

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Public realm and planning in Jamaica: the University of Technology, Jamaica role in redesigning public space in papine

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Introduction and Justification for Research

The Papine urban center in Kingston, Jamaica is unique in that it is the only urban centre in the English speaking Caribbean with the largest concentration of tertiary institutions, including the University of Technology, Jamaica, which provides training in urban planning and architecture. For many years, Papine and its environs have been plagued by unplanned growth and development.

The Papine Park serves as the central public space and transportation hub for eleven communities; the poor design and lay-out of this public space serve only to exacerbate the burgeoning development. Government's miniscule attempts to address the issues are piecemeal and are often "top- down" which further compound the problems. Furthermore, the lack of coordination and support by major stakeholders has stifled the implementation of solutions for growth and development.

A team of built environment professionals, including planners and architects from the University of Technology, Jamaica took on the task of addressing the design and layout of the public areas in and around Papine Park. They are guided by the view that the economic, social and physical conditions can be renewed and communities can develop a new and distinct identity by using participatory planning tools and urban design techniques.

Objective

The purpose of this paper is to discuss the theoretical and applied approaches used in redesigning the public space in and around the Papine Park. The paper will also examine the impact of key stakeholders in the redesign process,

challenges faced in implementing the proposed redesign, and the outcomes of the process.

Methodolog

With the support of the wider University, the research and design team engaged the applied research method to address the issues of unplanned development and proposed elements of design of the public space in Papine in keeping with the concept of a “University Town”. The participatory planning processes was used to engage the community residents and other stakeholders.

The team prepared a ten year comprehensive development plan in collaboration with the Papine Area Development Committee (PDAC), a civil society umbrella group representing community-based organizations serving the Papine area. Out of the development plan, the community identified the redesign of the public park and transportation hub as one of the easily achievable tasks to be accomplished within a year.

With financial support from the government, the University was re-engaged to provide conceptual designs of the public space. A team from University of the West Indies, the other university in the vicinity, collected and analysed data using the System for Observing Play and Recreation in Communities (SOPARC). This approach used momentary time sampling techniques that were both systematic and periodic to gain observational data on contextual and individual physical activity. Data was collected on conditions such as accessibility, usability, presence of supervision and equipment presence, degree of lighting and classification of organized activities. Questionnaires were administered to 120 park users to solicit their views on how the public space can be improved as well as to ascertain the best use of the public space. Focus group interviews were conducted with representatives from local businesses and government technical agencies and used to identify the feasibility of the concept design.

Main Results

The analysis of the data from SOPAC, surveys, and focus groups provided understanding of the actual use of the area. The study also highlighted the current state and use of lands immediately adjoining this public space. Also, the creation of interactive 3D virtual and physical models enabled "plugin" by other entities. Using the

“appreciative inquiry” process, the concept designs were “re- presented” to the community residents and other stakeholders for input and buy-in and the final design with preliminary budget estimates for implementation was presented to the government for implementation.

Contribution

This is the first applied research on public space in Jamaica utilizing (SOPARC) to inform design imperatives. This study is significant, as it is the first of its kind to document the intersection between participatory planning, urban design, experiential learning, and service in a small island developing state.

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The experience of the city as transformative knowledge: an evaluation of the use of a mobile approach for enhancing learning and teaching in urban design

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This paper reviews the learning and teaching transformative effects of the project 'The Power of Experience' which was first implemented in 2011 in urban design modules at Oxford Brookes University. The Power of Experience project (www.urbandesignexperience.com) was funded by the Innovation in Teaching Grant by the Higher Education Academy and focused on the use of mobile technologies to encourage students to learn outside the classroom. It developed from a realisation that although one of the aims in urban design is to improve the sensory experience of the urban environment, its teaching mostly takes place indoors, fully insulated from outside. It proposed that the move from a 'recipient' approach to a 'critical thinking' approach to learning can be facilitated if students are given the opportunity to appraise urban design principles through a flexible situated experience where they are active participants rather than inactive recipients in the knowledge building process. The mobile learning approach at Oxford Brookes University is now in its fourth year and has been evaluated through in-depth interviews with students and staff who participated in the experiment in the first and subsequent runs.

A brief discussion of the background, the development and implementation of the project is initially presented before results of the interviews are discussed against a framework of the power of experiential learning as transformative knowledge in urban design. The paper ends with a series of recommendations that would encourage and facilitate the development of projects with a similar focus on learning and teaching urban design outside the classroom.

BrookesBUDS: impacting student learning and the development of international professional skills with a real-life urban design experience in Brazil

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This paper examines the impacts that live projects in international contexts can have in the learning experience of students in urban design. It also reflects on possible barriers and challenges posed by cross-cultural experiences.

The project being examined is BrookesBUDS (Brazil Urban Design Study) which took place over three weeks in May 2013 and again in April 2015 as a 'real-life' professional experience for students interested in urban design. It involved students from Oxford Brookes University and three universities and local communities in Brazil working collaboratively to develop urban design principles and guidelines to address issues related to fast urban housing development.

The preparation stage focused on the development of several academic and professional skills including students learning how to bid for research grants (awarded by Santander Scholarship), how to prepare and deliver lectures for an international audience, how to write research reports for online publication and how to socially and professionally interact with vulnerable local communities in Brazil.

The evaluation of the project is based on critical reflections from participants in the UK and in Brazil and shows that such experiences positively contribute to students developing greater awareness of professional practice in different cultural, social, political and economic contexts. It also shows that live international experiences can have positive impacts on the learning experience of those students and staff at the hosting universities. Local communities involved in the project have also manifested positive outcomes by having international students raising

awareness over their issues. However, despite the positive outcomes participants highlighted a series of difficulties to overcome if they are to focus on an international careers in urban design. The conclusions of the paper highlight those and focus on recommendations for increasing the impact of similar projects both on academic and professional practice. More details can be found in the project's website <http://Inovoa1.wix.com/buds-website>.

Hidden positivities within the urban planning education in the neoliberal era: the case of Middle East Technical University Department of City and Regional Planning

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The global financial crisis that has initiated in 2008 can be seen as an aftershock of the global restructuring of the neoliberal policies that started at the beginning of 1980s. Since that time policies of deregulation, decentralisation and privatisation have been adapted to different contexts and implemented at various degrees at various localities. But their essence (maximisation of economic gains through liberalisation of markets) had never changed. This high emphasis on liberated markets not only produced financial problems like credit crunch and chronic poverty but also caused social and cultural problems that range from loss of public space to social consumerism.

As cities are considered to be the concretisation grounds of neoliberal policies, it became rather easy to create relationship between neoliberalism and cities. But the effect of neoliberalism on planning education is hardly discussed within the literature. Throughout this work, the author would like to follow a three level deductive approach to the case of education in neoliberal era. At the first level the author will develop a historical look to the transformations of universities by giving special emphasis on the neoliberal era. At the second level, the focus will be given on urban planning education and changing priorities within planning programs will be investigated. At the third and last level the author would like to concentrate on a peculiar cases of Turkey and on the Middle East Technical University Department of City and Regional Planning (METU/CRP). After describing the role of urban planning within the political economy of Turkey, a critical look will be provided to METU/CRP's curriculum and its influence on the students.

Level 1: First universities have been established almost a thousand years ago. Universities survived as they adapted to the changing life conditions of the societies they were raised. With the developments in trade, religion moved out from the focus of the social order and universities institutionalised as parts of rather secular societies. Later in time, with further secularisation universities contributed more to the universalisation of knowledge and its development. After the enlightenment universities became places where scientific knowledge socialised and developed much faster than before. This attracted the attention of the states on to universities as the primary source of knowledge production. In return to states' financial support universities gave up some part of their independence. This has continued until the end of the World War II when the role of the state has been replaced more and more with private firms. With the neoliberal era, universities started to be seen as sources of "economic" knowledge, a kind of knowledge that produce added value to the economy.

Level 2: Despite major transformations at universities urban planning education did not change as much. Being a field of social concern and legitimised itself to solve spatial problems, urban planning education mostly resisted to changes dictated by the neoliberal era. At some contexts urban planning profession is reduced to a mere instrumentality. In these contexts, the priority is given to the internationalisation (of curriculum, staff and students) and development of competencies (in visual and verbal communication, information technologies, database management, GIS, etc.). At some other contexts where urban planning is considered as a tool to overcome deficiencies of the neoliberal system, the education is constructed around much critical competencies to make planners more political, audacious, creative, and therapeutic. Following this perspective curriculums started to include courses on social and cultural diversity, participation, social justice and environmental problems.

Level 3: Turkey followed the path of western countries not only in terms of its economic and social restructuring but also in terms of urbanization process. Planned development (economic and urban) has become the key term to guide Turkey's development strategies during 1960s. However, with the 1970s Turkey started to be distanced from planned path of development. Starting from 1980s Turkey started to follow neoliberal policies again following the western cases. Today, Turkey

experiences almost all of the negative consequences of the neoliberalism and neoliberal urbanisation process. Urban planning activity has been reduced to a procedural activity to legitimise socially unacceptable spatial propositions not only affect urban lands but also distress rural and natural areas.

Level 4: METU/CRP were established in 1960 part of the planned development program to provide experts in the fields of architecture and planning that would potentially guide spatial developments in Turkey and in the Middle East. Practical concerns that lead to the establishment of the university and of the department can be seen in the early curriculum of the department. But later, the curriculum changed to address urbanisation problems in Turkey like the lack of housing supply and urban poverty. With the political movements of 1970s and 1980s, the university took a much critical stand and approached to left wing political views. Despite such a move, the department's program did not change as much and kept following the rational path emphasising the importance of scientific objectivity and specialisation within planning. Despite the lack of explicit evidence favouring a revolutionary position, METU/CRP still contributes to the development of its students by adding an objective but critical look to the theoretical courses and by considering practical realities. At the end of the research this assumption on implicit critical formation is tested with a small questionnaire distributed to all four urban planning licence studios and answered by 171 students in total.

With the help of this presentation I would like to initiate a discussion on urban planning education and learn more about differing priorities and different positions taken by departments of urban planning. I think the discussion will contribute to the development of innovative approaches in planning education that not only contribute individual development of its students but also providing solutions to urban problems that we are facing today.

Innovation and sustainable urban regeneration: the Lyon Confluence project as a best practice

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Keywords: Innovation, environmental sustainability, regeneration, inner-city, France.

Context and aim

The Lyon Confluence project is considered as a best practice in sustainable urban regeneration. It is an urban regeneration project of unusual scope in Europe as it will double Lyon city's centre and includes the redevelopment of 150 ha of land. It will create a smart and sustainable district with 25 000 employments and 16 000 residents. City planners present the project as an extension of the existing city-centre. The project started in 1995 when former Mayor Raymond Barre saw the availability of industrial land on Lyon's central peninsula as a unique opportunity to develop a mixed-use and sustainable neighborhood that would enhance the identity of Lyon as a major city in Europe. With this paper, we analyze how the governance component of the project and the financing mechanisms have facilitated the implementation of innovative features such as the eco-renovation of a social housing building, sustainable mobility (e.g., car sharing) and the construction of positive energy buildings in partnership with the NEDO (New Energy and Industrial Technology Development Organization).

The Confluences regeneration project is unique in the sense that it is a smart community demonstration project: an agreement was signed in December 2011 between the Mayor of Grand Lyon, the President of NEDO: "Under this agreement advanced Japanese technology will contribute to sustainable development of the Confluence Site until 2015" (Lyon Smart Community, 2013, p. 5). The partners in this regeneration project are: Grand Lyon, SPD Lyon Confluence, NEDO, Toshiba, Bouygues Immobilier, Transdev, Grand Lyon Habitat. The four pillars for sustainability

are as follows: Hikari, Sunmoov' (a care sharing scheme), Conso tab (resident energy monitoring system), CEMS (Community Energy Management System).

As stated by Bulkeley (2006): To what extent can best practices inform policy-making? This paper analyzes what enables innovation in regards to urban sustainability in the Lyon Confluence project and discusses if those innovations can be replicated in other regeneration contexts. The aim of this paper are as follows: 1.Explain why the Lyon Confluence project is a regeneration best practice; 2.Identify mechanisms (related to financing and governance) that enabled innovation;3.Discuss about the transferability of those innovations into other contexts.

Theoretical background

The concept of sustainable development is a popular concept in both the practice and academia but as stated by Hunt and De Laurentis (2015, p. 1081): "sustainable development is addressing issues of environmental protection, economic growth and social needs but it still means different things to different people." In the same vein urban regeneration is a concept that can have different meanings. Urban regeneration is an important challenge in all contemporary cities, it be can defined as follows: "Urban regeneration moves beyond the aims, aspirations and achievements of urban renewal, which is seen [by Couch] as 'a process of essentially physical change'...regeneration seeks to bring about a lasting improvement in the economic, physical, social and environmental condition of an area" (Roberts 2014: 13). Different approaches to urban regeneration have been identified: community-based (Thomas and Duncan, 2000), culture-led regeneration (Darchen and Tremblay 2013), business-driven (Porter, 1995). In other words, the concept of urban regeneration can mean different processes that vary from one context to another. In the same vein, different governance models can be identified when analyzing regeneration processes (Darchen and Tremblay, 2013). There is also not currently an evaluation framework available that would make consensus. Therefore the performance evaluation of regeneration is still a research area that is under-studied.

Method

Our main method of data collection were semi-structured interviews with stakeholders involved in the conceptualization of the project: planners, landscape planners, Consultancy firms, etc. We also interviewed stakeholders that could give us some historical background about the project, in total eight interviews were performed for a total of 7 hours of interview material. The main planning documents have also been analyzed.

Findings and relevance

The Lyon Confluence project is performing well on the environmental sustainability component (e.g., inclusion of energy positive buildings) and is innovative on this component. The governance structure is unique with the Local Public Redevelopment Company (SPL) having a clear framework about what they expect from developers in terms of sustainability. This clear framework about sustainability expectations creates a competitive climate between developers. It ultimately contributes to enhance the final product. The SPL was informed by a consultancy firm on sustainability to develop a framework that would challenge developers. The French planning system also allows the SPL to acquire land at a lower rate thus enabling innovation in regards to sustainability.

Linking planning pedagogy with practice and innovation: a workshop with practitioners to evaluate planning studio products

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Keywords: Planning pedagogy, studio teaching, planning practice, innovation.

Aim:

This paper explores the relationship between planning pedagogy and planning practice. It reports on a workshop with planning practitioners, which sought to evaluate the recent products of two planning studios in the Bachelor of Town and Regional Planning at the University of Queensland (Brisbane, Australia). The purpose of the **workshop was twofold:**

1. Examine what constitutes sound planning studio pedagogy in relation to what planning professionals expect from planning graduates when the latter enter the workforce. Are students being trained to meet the demands of the current job market? To answer these questions, studio products were evaluated both in terms of content and graphic quality.
2. Examine whether planning academia is at the forefront of innovation. Can planning practitioners learn from student ideas? What constitutes an “innovative planner” in the Australian, and more broadly, the Western context? Are planning studios more effective than traditional planning courses in fostering innovation and creative thinking among students?

Theoretical background:

The planning studio provides a quasi-world situation not offered by traditional courses, which employ a lecture or seminar format. It is a distinct pedagogical practice

that includes learning by doing. Students and instructors work together on a professional level (Fisher 2004). The studio focuses on planning-related tasks, issues, or challenges that involve creative thinking and critical analysis to produce a practical solution to a planning site (Higgins et al., 2009). More than an opportunity to reflection, it offers an opportunity for innovation. In planning programs, studios are generally considered a unique and valuable learning and teaching method to equip planners with skills such as project management, problem-solving, teamwork, and leadership. This way future planners learn to deal with complex contemporary issues (Vella et al., 2014). Due to their participatory and collaborative nature, studio courses cannot be conducted online. They require class attendance and active participation and engagement.

In this paper we link the pedagogy of planning studio teaching with innovation. The current challenges facing Australian cities, including extreme car dependence, urban sprawl, and climate change, require innovative thinking in order to be tackled. “Thinking outside the box” has become a paramount learning objective for planning studios.

Method:

The workshop employed a focus group format. Questions adapted from Vella et al. (2014) were asked in order to guide the discussion. Mixed media were used to encourage interaction. In total, six student projects were selected for evaluation in the workshop. They included the two best projects (i.e. those which received the highest grade) in each of the two studios in the last three years. The workshop participants were employed in local government and planning firms in Brisbane and surroundings. These employers were strategically selected as they are likely to hire the planning program graduates of the University of Queensland. To complement the workshop findings, we analysed and compared the student evaluations (both quantitative and qualitative) of the two studio courses over the past three years.

Findings and Relevance:

This study confirms the relevance of studio teaching as a unique pedagogical practice to build problem-solving skills and foster creative thinking. The findings of this paper can help studio instructors enhance the learning outcomes and the employability

of their students and engage planning academics with the industry. However, these findings are also context-dependent to some degree. Therefore, a main recommendation for planning programs is to periodically organize these types of workshops with local practitioners.

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Urban ecology of urban projects

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Keywords - urban habitability, urban nature, urban ecology, assessment, urban project

This paper launches a discussion about the implementation of a tool to support urban projects whose nature is an integral part. The development of this tool contains both elements of specific interventions in urban areas based on valuable choices from urban ecology and plural expertise (ecology, botany, hydrology, landscape, etc.) as well as normative thoughts extended to civil and decision-making spheres. A reference table has been developed to operationalize urban ecology and to objectify the minimum criteria to register a project in a transversal vision of habitability of urban spaces.

1.1 1. Introduction

Amplification of environmental concerns - they involve major degradation affecting communities (loss of biodiversity, pollution, etc.), or the scarcity of resources distributed unevenly in space - we actually start thinking about interventions specific urban based on value choices, as well as normative reflections.

The landscaped some urban environmental conflicts and mobilizations express a new strategy to try to transform the public space. Beyond the purely aesthetic dimension, they also reflect an evolution of representations of habitability. Also a request for reconnection to the natural world, these conflicts and requests depict a growing awareness of environmental issues in the public arena and among those, that of nature in urban areas.

The site of the sustainable city is an opportunity to bring out new compositions reflecting these urban environmental sensitivities and experiment with methods of work and urban project design in line with the renewed urban ecology. It is not surprising that today various trades are challenged to help rethink the urban link. We think here landscapers, ecologists, planners, sociologists (...) which, by their bright knowledge legitimize their ability to seize these challenges and are trying to answer in cooperation with others. How, nature - and has convened in urban projects - participating in the definition and draw the contours of the contemporary urban livability?

The scientific development of the practice of original development of the metropolis of Lyon allows the clutch to approach these various knowledge and understand what directions in making public spaces were favored. Results from an experimental variation of the evaluation grid for water gardens project Lyon Confluence irrigate our thinking.

2. Principles heuristics

2.1 Ecology and city for a paradigm shift

Many research found a positive valuation on the theme of urban ecology. They embrace new problems ranging from urban pollution, the atmosphere, sustainable development, the principle of governance, to the urban metabolism, through industrial ecology or biodiversity. Although not clearly structured around this expression, the work involved in the construction of an approach whose originality is to explore the complex interactions at different spatial scales (local, regional, global) and temporal (short, medium and long term) and suggest an interest to explore several dimensions of functioning and evolution of urban systems.

A paradigm change is perceptible in recent publications. What is a city environmental perspective ? This simple question has probably helped to change the perspective on urban operations and to significantly modulate this catastrophic vision somewhat unilateral. It is first the design of a city reduced to an ecosystem that has been the subject of criticism. This imposes a quantitative approach and technical processes, primarily studied from measurements of flows of materials and energy (and Emelianoff Theys, 2001). Also, it is a representation "dehumanized" the urban environment that predominates in this design: the responses to the urban nuisances

fall action on productive and industrial dimensions of the city. So, and to resume the typology of Jacques Theys, technocentric a design that dominates, that is to say an approach that addresses the environment as a set of dysfunctions, risks and problems to be solved by management of artificial systems. In this logic, technical measures to reduce pollutant emissions, discharges and waste, better organization of material flow networks, reducing energy consumption through the use of new materials, dies of Production more appropriate, etc., would be sufficient in itself to produce a city that is more harmful to the planet. However, this design does not require the cooperation of humanities and nature to progress in knowledge and in action. It essentially mobilizes engineering sciences, that of measuring systems analysis, health sometimes. In this sense, it appears restrictive to the extent that it does not integrate social and economic, collective and individual behavior, modeling of urban processes.

Certainly the technocentric design often remains the dominant standard and widely involved in direct forms of intervention expected to act on the urban environment. But at the same time the vision of a city operating in autarky and harmful on its external environment is beginning to change. The emergence of new disciplines, coupled with an interest in the city by the oldest and constituted disciplines (hydrology, geology and meteorology, among others); and secondly to criticism on environmental action modes (Lolive and Soubeyran, 2007) involved in shoving the most entrenched convictions. Thus, without denying the alterations of urban activities on ecosystems, more recent work, take vis-à-vis distance of exclusive design of a city detrimental to nature, ecosystems and the biosphere, while offering a different view of the relationship between human activities and the natural and built environment in urban areas. This trend appears very clearly in such work on the relationship between city and nature (Blanc, 2004). This research has shown that, under cover of modes of specific actions, urban space can also be a venue for creating fauna and flora (Clergeau, 2007). Work even emphasize forms of adaptation of certain wild animal species in urbanized areas. It is the human relationship with nature that has evolved bringing forth new societal expectations.

2.2A successful query examine the complementarity between nature and habitability spaces

Large cities often appear as models of "over-nature" to that wipe living nature (Guéry, 1986). The latter denied this, instead leaving only a pseudo desired nature tamed, controlled; in short, an unnatural kind (Blanc, 1996; Hucy, 1997).

A first series of studies (Blanc, 1996; Hucy, 1997; Mathieu, 1996) confirmed that the question of the nature plays an important role in anti-urban representations and reports to the nature of city residents constitute a neglected dimension nevertheless essential for understanding the evolution of the idea of city as well as ways of living. This would also be a crisis of representation vis-à-vis residents of their living environment, the value of the premises in view the welfare they provide to individuals. The current debate on this subject is based on a questioning around the urban livability.

What does livability and what are the components of a livable city? How make more living space for all individuals? The term living place, a place that offers sufficient possibilities for creating and adapting individuals to appropriate it (Delabarre, 2013). We can not reduce such a large issue in the analysis of a sum of physical, without, for example, evading a necessary human creativity; we can not not reduced to a human invention, which would mean forgetting the natural foundations, materials and built for individual and collective actions. We will say that a habitable place is a place that provides adequate opportunities for creation and adaptation to individuals to take ownership; delicate interpretation and understanding such a process is, the appropriation of a place based on detailed knowledge of the living conditions offered there.

3.Assessment: structuring field and area of investigation

This paper undertakes a reflection on the development of a tool to support urban projects whose nature is an integral part.

3.1 Development of the tool: method and Construction

First element of the method: the choice of exploration in situ combined with the expertise of multiple actors

In situ reflects the diversity of situations space consisting of a sum of objects whose environments are all different and plural maintain relations with the user. It is

A reflection on engineering

below "The HQE²R circles of sustainability").



Figure 1 - HQE²R circles of sustainability Source : David Mowat for the neighborhood HQE²R Community at Heart for the quarter, Bristol, UK

This approach addresses four themes are :

- Conservation and resource management,
- Improving the quality of the local environment,
- The integration of the project into its urban and natural environment as well
- Treatment of configurations developed to ensure their maintenance and durability.

From there, 14 subthemes intrinsically linked to four topics listed above were identified (see Figure 2 "The themes and sub-themes of the grid").

3.1.1 Definition of themes and sub-themes

To facilitate reading and harmonize the analysis methods selected areas, defining indicators will be broken down into the same "working list" 4 themes and 14 sub-themes, namely (see Figure 2).

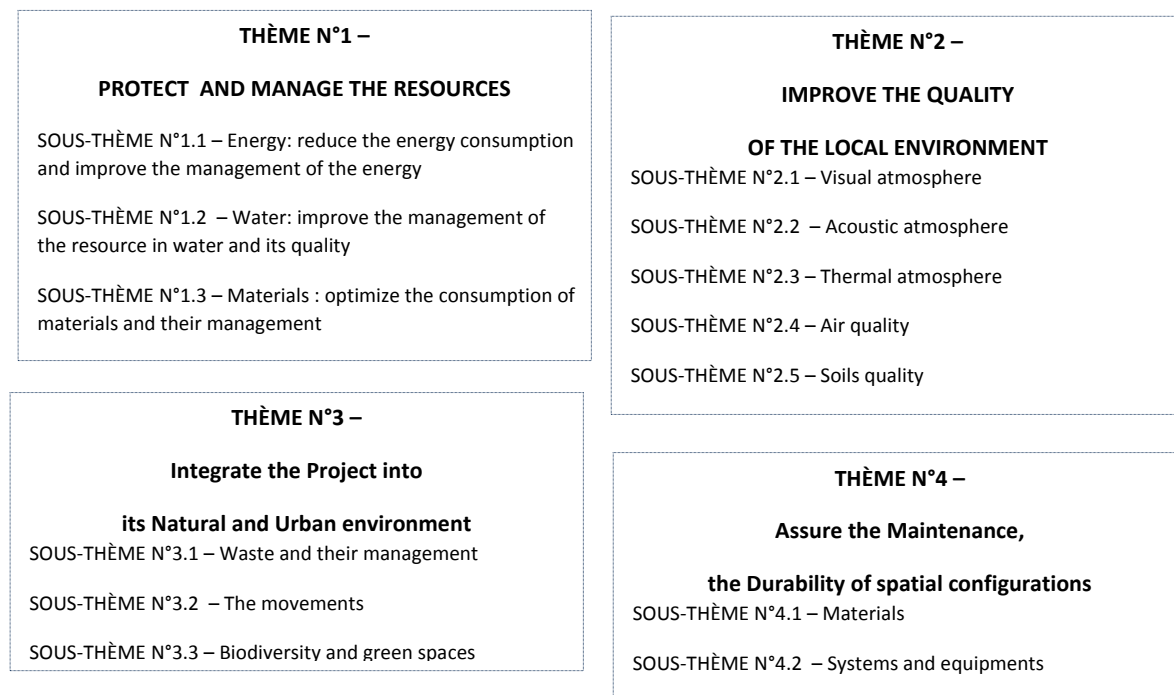


Figure 2 - Themes and sub-themes of the tool Source: Muriel Delabarre, 2013

3.2 Target selection

Choosing meaningful targets is a very delicate exercise. The complexity of the subject leads us to proceed in a deconstruction of the components from nature and its physical environment "elementary phenomena." The construction of the concept of

habitability finally made by the reconstitution of a typology of figures to highlight the architecture of the phenomena through the combination and hierarchy of different elements.

Objective n°4	TARGETS	INDICATORS
MANAGE TO THE SOURCE RAINWATERS	<ul style="list-style-type: none"> - Limit the volume of the collected rainwaters by proceeding to the retention of waters, in particular there: <ul style="list-style-type: none"> - Favoring the infiltration most upstream possible of rainwaters through permeable surfaces ; - Conceiving zones of storage-buffers of retention of rainwaters (by means of roofs terraces, of roads integrating a reservoir, well, side trenches, ditches, of set or of ponds ; - Watching the implementation of surfaces waterproofed in the bare minimum, as far as they answer the qualities of use required in terms of influences and interview(maintenance) (car park, accessibility, collection of waste, etc.); 	<ul style="list-style-type: none"> - Infiltrated volume of rainwater (m3) towards pits of trees - Debit(flow) of flight(leak) - Volume of storable rainwater for re-use (m3)

Figure 3 -Example declination for the sub-theme 1.2 to manage water resources

Source: Muriel Delabarre, 2013

4. Aquatic gardens of La Confluence project to the test of experimentation

Designed by the Agency Michel Desvigne, all these made up a vast landscape gardens backing onto the Saône whose qualities evoke the richness of the aquatic environment (see Figure 4). This territory is treated as a landscape rivers where natural diversity is established in the immersed parts. This diversity of environments sparking some curiosity and appeal is sought by the public.

The agency has made Desvigne three basins back of the river Saône (one of the works being disposed upstream of the dock and two downstream).

Water gardens are carried out on embankments composed of former polluted soils. The earthwork excavation related to the development of these basins was designed and currency by the office of Sefco engineers.

These three basins are bordered by walls on three of their side (North-South), while their East side limit offers vegetated banks before a tree-lined meadow.

If the edge of the gardens is perfectly geometrical, physical configuration is inspired by the natural model. The aquatic vegetation belts, semi aquatic and terrestrial were implanted to specific coast against a water level. Consistent with a geographical location - sort of lagoon - this spatial configuration is the place of a strong expression of nature: ecology of river banks, sterilized by the presence of the boom grows here.



Figure 4 - Water gardens in the foreground Source: Jacques Leone, Lyon 2013

The designers used contemporary technical means: the proposed plan is a kind of computer graphics that uses real readings of wetlands (their terrain, vegetation and

presence of water), to adapt to the constraints of graphical manipulations physical landscaped course.

The conditions created by this device are of great diversity like the natural conditions likely to cause the development of natural ecological processes.

The volume of water is limited and therefore its depth, including bank, thanks to the close proximity of the Saône which allows to consider the relatively large movements.



Figure 5 - photography, southern basin water gardens source: Bazarurbain, 2012

A major concern of the management of water gardens is related to the definition of the volumes of water necessary to ensure not only the maintenance of a fixed water level taking into account the lack of rain during certain periods (compensation evaporation and evapotranspiration), but also to ensure the smooth functioning of biological basins.

It is indeed necessary to seek to minimize the development of undesirable algae by creating a more balanced biological environment possible. This biological balance research involves the optimization of several independent parameters, represented by

- The depth of water;
- The nature of bottom substrates basins;
- Control of vegetation belts of development suited to the / terrestrial interface;
- The water renewal rights.

Although the analysis of the spatial configuration refers to several sub-themes of the tool (energy, materials, water, visual and acoustic environments, biodiversity

etc.), we have chosen to present here evaluations conducted from three themes for this space.

4.1 Thematic water in its relation to the ground

From a landscape point of view, to establish a consistent depth of water does not matter much. Water management meets the problem of urban quality, quality of use and usability. In recent decades, water has often been erased in favor of the urban landscape of rivers or culverts buried, underground networks, wetlands drained or filled etc. The resurgence of water in the city allows both demineralise urban public space but also to animate the urban landscape, to strengthen this element from nature, to regulate the temperature of the city in summer, (Water cools the overheated summer air) but also to respond to social needs (soothing vision of water). As soon as the water depth exceeds 20 to 30 cm, the image given is that of a reflecting pool (open water surfaces) and the landscape goal is then achieved. However, such depth (very low) promotes rapid warming of the water in place and by the same, allows undesirable algae. From a biological point of view, given more depth to the pool, the more "natural" environment is likely to be balanced.

The Desvigne agency and the SPLA Lyon Confluence wished to maintain a fixed level throughout the year. Only a physical constraint is imposed on them: gardens occupy a position "perched" above the Saône. Having a reasoning about the tightness of the tanks was therefore essential. The courses near water basins could be opportunities for variations in water level and indirectly from the neighboring groundwater. The project owner teams and mastery of work conducted at the basin bottom definition allowing maximum water depth of 1 meter. Also, they have opted for a complete renewal of the volume of water every two days functionally. Related to these concerns, various factors were taken into account in the design of the space such as soil treatment in place and the preservation of groundwater from pollution

4.2 The principle of establishment of vegetation on water gardens has been studied in order to stick to the best in various natural situations

The proposed species are native (not exotic) able to grow in Lyon conditions. This list was built exclusively for the context of the operation Lyon Confluence. Indeed,

there would be a notable risk by the introduction of non-existent spaces on other websites that may cause ecological imbalances uncontrollable and irreversible.

The fact implement wetland plants triggers - it is a basic rule in ecology - colonization of the site by different species. Thus, the dynamics of colonization is beyond the control of the designer and react to biotic and abiotic factors. Monitoring and special maintenance are conducted to "maintain" the desired vegetation and located initially.

From the center of the water (the deepest point) to reach the highest point above water, there is different vegetation belts corresponding associations (phytoassociations).

4.3 The treatment of the landscape dimension

The desire for a new alliance between man and nature is expressed through the water gardens along the desire of urban intensity and transformation of lifestyles for the whole of the urban project Confluence. Hybridization of urban and natural spaces takes place in space redistributions present within this space, but also from the awakening of environmental consciousness. Thus, the techno-economic logic of territorial development have led to a rediscovery of nature as signifying both symbolic and dynamic cue for the actors s in developing appropriate balances and reconfigurations.

This revaluation that develops and takes different forms: from a domesticated nature parks, gardens and landscapes to the nostalgia of original nature. If one refers to the landscaping of this space, we can grasp the contours.

5. Conclusion

By crossing the specific fields convened as part of this study with the specialization fields of disciplinary technical knowledge (ecology, urban planning, landscape, etc.), operational and representations of the logic composition of public space, we were able to grasp the contours of a transverse argument: that of urban livability. Here, seen not as a dogma or a set of rules defining the objects in space, applicable in any context, but as an evolving and adaptive process that has importance for the discovery of its own rules. These landscaped water courses raise questions on how to produce and manage the space. Ultimately, urban livability is not so much given

that it is "con-figure". This con-figuration takes shape in a sensitive relationship between the viewer and space, the referrer and the referred, content and form, the material given, action and perception.

The notion of habitability meeting the field of urban ecology in particular with the emergence of new environmental challenges in terms of developing and maintaining quality of life. Therefore, this concept introduces a new order, a symbolic order: it requires an integrated management of the living resources to meet the interactions of ecosystems including humans depends. However, this renewal of thought does not distance habitability perfectly technicist still producing a mass standards increasingly stringent and sharing between ecological and human standards. Yet it is in this direction, to meet the ways of living humans and non-humans, that the question of habitability seems today to be revisited.

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Network in public policy education

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I begin with the following question: How can we innovate in public policy education in the context of information and communication society?

The project proposal of the Network for Public Policy (Rede de Políticas Públicas – RPP)¹ has the objective to develop knowledge production and, at the same time, make public policy experiences by actors from different fields that are members of the network and commit themselves to the defense of collective interests.

The proposal is to change the structure of thought. Instead of thinking about space planning the challenge is to think about the action and the transformation of space. Planning is a category below the action and of instrumental nature; there can be actions that result from planning and others that result from social resistance.

Following the methodological approach proposed by Ana Clara Torres Ribeiro, sociology should focus on the present and look to what exists². With this intent, public policies are recognized to be organized in policies, such as: environmental protection, urban development, health, education.

Our goal is to join in the same network research laboratories focused on the analysis of different public policies and their effects on the process of territory transformation. Its meaning is associated with the need to do a work experience that links theory with the practice of public policy. Clearly, modernity separates the academic thinking from political action when the institutions that are responsible for knowledge formulation are separated from the bodies responsible for implementation of public policies.

¹ The Network for Public Policy, was created as part of the project Public Policy Network, approved and funded by Pronex program of Faperj and Cnpq in 2013. It currently brings together 9 research labs and it is currently in a expansion process.

² RIBEIRO, Ana Clara Torres . Sociologia do presente,: ação, técnica e espaço. Rio de Janeiro: Letra Capital, 2012.

At the present time information and communication technologies transform the time-space relationships and allow cross-scale power, actors transversality, multidisciplinary and interdisciplinarity of fields. It defines alternative possibilities of actors articulation for education and production of public policy. The RPP's goal is to join in the same field actors of research institutions associated with urban and regional studies and those dedicated to making public policy.

The challenge that is proposed is to make a collective work experience associated with the possibility in which information and communication technology reveals deep changes with regard to the education and politics. This is why the idea of authorship, research processes, documentation, dissemination of knowledge that influences public policies has changed.

In order to enable virtual communication for the network has been designed and programmed the platform at the following address: www.rpp.ippur.ufri/rpp . This collaborative system was built by two research laboratories, the Lab3D at the COPPE and the LabEspaço of the IPPUR, both from the Federal University of Rio de Janeiro. It also reveals the important collaboration between engineering and social science.

The platform consists of a web portal that aims to provide an infrastructure for Web content management. This makes possible visibility, usability, democratization of education and politics. To achieve this objective, it was necessary to consider the technological management of the network and its systems of virtual communities coordination. Among these systems the following can be highlighted: groupware systems, support for cooperative and collaborative work, knowledge management, storage and retrieval of knowledge and workflow, planning and controlling workflow. This is basically the design and the development of communities management systems and web content management for the organization of research and formulation of public policies.

The platform aims to organize a repository of informations in order to produce a base for knowledge and experiences on relevant thematic for the field: public policy, environmental protection, health, sanitation. In addition to providing a mechanism for relating successful and unsuccessful experiences, it contributes for the field

development by combining theoretical and practical production about social action through a collaborative process.

It is then created an ecosystem, understood as a set of actors working together, i.e. a socio-technical network, where a huge and varied universes of researchers interact and where researchers, managers, technicians, activists, public bodies representatives, people are connected, expanding the ability to access knowledge. It means a technological platform that facilitates the relationships among all these actors. The components of this ecosystem are: self-contained research artifacts and clearly identifiable, which describe or perform a specific function and have clear interfaces, such as the results of research and public policy experiences. In this platform is possible to deposit: image files, sound, video or texts.

This is the objective: to form a network of laboratories linked by a shared ethic values, and an object of study resulting from the transversality among actors and interdisciplinary among fields of knowledge. The network, through technological intermediation, produces and influences public policies in the defense of public interest.

The last four years, since the beginning of the research, make us believe that creating new institutions composed by different actors is possible. This allows to innovate in the urban and regional planning field and to produce knowledge for new public policies, more flexible and democratic.

University - community engagement in planning education: evaluating impacts on community

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Keywords: Community involvement, evaluation framework, impact, university-community engagement

1.1.1 Evidence suggests that in planning and urban design education, students can gain valuable insights into the complexities of practice through real world projects (Torres 2012). Consequently, experiential pedagogies including client-based projects are being re-integrated into professional degree curricula. In planning and urban design, there is an array of opportunities for potential interactions by students ranging from creating design proposals to developing regeneration strategies for communities.

1.1.2 A particularly promising activity is the engagement of students in and for community involvement, which is typically motivated by multiple rationales. First – from an educators' point of view, community involvement is part of the wider agenda of democratising planning activities and it has in many nations become a part of the statutory planning process. Thus, planners require training in community involvement facilitation and techniques which is difficult to teach through theory in a classroom environment. Second, resource-strapped communities and municipalities tend to struggle to find the resources to engage and involve community representatives and citizens. Mutual learning opportunities promise win-win situations where faculty and students will contribute to build essential participatory capacity while also taking advantage of a live learning environment in which participation techniques could be trialled.

However, it is well known that cooperation among communities and institutions including universities is not straight forward (Agnotti et al 2012). Social and cultural differences and expectations amongst such partners opens doors to tension and

potential conflicts that let some academics refrain from community engagement all together (Hollander 2011) while others advocate care: “What if bringing students and professors into neighbourhoods re-inforces the power and status of the professions and disempowers residents ...?” (Agnotti et al 2012, 1). Enhancement of student learning should not come at the cost of community members. Moreover, there may be even a risk that the university-community engagement in community involvement undermines statutory planning processes.

Truth is, that while student learning from community based, live projects is fairly well understood (Millican 2007) the value gained from collaborative university-community engagement including students supporting community involvement activities has been little explored – especially in the UK context. Studying the impact of students’ activity on the ‘real world’ is thus important to improve our understanding of how the divergent needs of the community participants and the academy can be managed and negotiated (e.g., Agnotti et al. 2011). Particularly, there is a need to establish better methodologies to systematically evaluate projects and experiences from the community perspective.

This contribution fills parts of this knowledge void by reporting on a small-scale study of impact of students conducting and facilitating community involvement as part of their degree studies in urban design and planning. A novel evaluation framework is developed and then used to analyse impact in three case studies identified in a survey of UK planning schools. Analyses of stakeholder interviews develop an understanding of the impact of the activities undertaken by students. Results suggest at least partial gains by some stakeholders but also a need to monitor and assess live project pedagogies carefully to ensure co-learning. Reflections and learning from this inform an initial set of recommendations aimed at helping to shape future engagement activities.

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Dilemmas of general planning education

Empirical bases for curriculum development in boundary discipline of planning

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Keywords: Planning Education; Competencies; Wicked Problems; Boundary Discipline; Curriculum Development

Problem

In our on-going research about the future of planning education, we defined planning as a boundary discipline (Gilliard & Thierstein 2015). Boundary disciplines are different from other scientific disciplines. While most sciences isolate and study the relation between a limited amount of factors separating the world small comprehensible chunks, boundary disciplines synthesise by combining knowledge from multiple fields. Hence, planning education goes along with many challenges, first and foremost the conflict between task complexity and time constraints. The relational complexity of urban planning already requires a diverse set of competencies (Healey 2004: 542). In addition, the selected set of competencies needs to be feasible to acquire within a given educational time frame, in demand at time of graduation and able to prepare students for future challenges.

We suppose that educators deal with this challenge in two different ways: normativity and specialisation. Both strategies share their effort in reducing complexity in order to fit the necessary competencies into the limited frame of time available for bachelor's and master's programmes.

Firstly, schools offer comprehensive programmes reducing the complexity by focussing on normative concepts. While students touch upon each relevant field, each insight remains superficial. Developing analysis, plans and policies therefore largely bases upon principles and overarching concepts. Other thinkers have synthesised

knowledge from different fields in similar projects before and the task of planning is reduced to a task of transferring and adapting existing concepts. Healey (2012: 190) reflects critically on this practice and argues, that concepts and ideas cannot simply “be extracted from its context of invention, uprooted and ‘planted’ somewhere else.” Her argumentation goes back to Rittel & Webber’s (1973) thought of wicked problems. Hence, a unique feature of synthesised knowledge in boundary disciplines is that it cannot claim universal validity – neither over time nor across varying places. It is rather “localised, embedded and invested in practice” (Weber & Khademian 2008). Thus, planners need to invent case-specific plans and policies onsite and in time (Alaily-Mattar, Thierstein & Förster 2013: 8). Studies about innovation show that the development of case-specific new knowledge mainly relies on the latest existing knowledge (Young 2013: 107; Bentlage 2014: 25). While the approach of normativity comprises a multi-disciplinary perspective and fulfils current formal qualification requirements, it fails to deliver the required base of knowledge for future challenges.

Secondly, schools offer specialised programmes reducing the complexity of planning by limiting its extent thematically. Students go into greater detail, however restricted to certain aspects. The downside of such an approach is obvious. Students are methodologically and thematically limited to their field of expertise. While innovation in a singular field might be enabled, the required integration of various knowledge across disciplines, locations and time seems to be further out of reach. Nevertheless, planning education has undergone rapid diversification over the last decades with the introduction of many specialised programmes (Frank & Kurth 2010: 30). Kunzmann (2008: 17) observes an emerging pick-and-choose mentality on the postgraduate level and a degradation of qualification standards in planning.

Objective

Planning education finds itself in a dilemma. Many scholars seem to be unsatisfied with the current state of planning education. While some demand refocusing on its allegedly architectural roots (Höing et al. 2014), others embrace the broadness of planning (Altrock et al 2014). The study’s objective is to verify the fact that both routes of education are taken. Our goal is to establish a transparent synopsis on how we educate planners today. Based upon this analysis, we want to be able to

assess the feasibility of curricula, the current employability measured by acquired competencies and the potential capacity for dealing with future challenges. Ultimately, our study shall serve as a foundation to improve planning education.

Methodology

In order to validate our hypotheses, the paper bases upon a curricular analysis of under- and postgraduate degrees preparing for planning practice. The study consists of programmes – established ones and those new ones described above – in German- and English-speaking countries across Europe. We confine our analysis to Europe mitigating cultural and economic differences but incorporating planning systems based on preordained regulations such as in Continental Europe and discretionary planning systems such as in the UK (Booth 1995: 103). This distinction goes hand in hand with the traditions of common and civil law (Norton & Bieri 2014: 3). The selection of individual cases bases upon a network analysis categorising planning degrees into four interlinked groups: planning as social sciences, as engineering or architecture, as an independent discipline or as an interdisciplinary field (Gilliard & Thierstein 2015: Figure 2). We utilise competence-based module descriptions according to standards of the European Higher Education Area (EHEA) evaluating stated learning objective of each course module. The data allows to trace back different educational biographies and categorise graduates by obtained competencies. The competency term binds the academic and the employment world (Tchibozo 2010). It makes the educational output furthermore translatable into the input of knowledge for employers.

Main Results

The empirical results confirm our hypotheses, that planning education is a diversified field of study programmes with different disciplinary emphases and traditions. It furthermore shows that established normative planning degrees generally teach a wider range of knowledge. Regardless of the programme's emphasis, studio courses almost always play a central role encompassing up to 50% of the curriculum. The learning objectives are however insufficiently documented in case of project and design work. Predominant goal seems to be the acquirement of synthesising skills by learning-by-doing – a supposition, which can be backed by literature regarding studio

and problem-based learning (Van Dooren, Rooij & Willekens 2014). Surprisingly, the integration of different disciplinary knowledge is mainly limited to these studio courses with the exception of normative planning-specific theory and history course. There seems to be generally limited considerations regarding the methodology of synthesising.

Contribution

The paper offers an objective methodology for evaluating the output of university degrees. It provides insight into the diversifying field of planning with detailed listings of acquired competencies per programme. Educators are able to evaluate their own programmes in comparison to others and employers understand better the diverse knowledge and skills graduates bring along. Most importantly, the presented approach enables developing new programmes on the basis of competency-based employability measures. It serves as a foundation for an integrated view of planning in education and in practice. It also highlights some above-mentioned key observation, which might lead to new educational approaches.

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Preparing students for the sustainability challenges of an increasingly urbanizing world: some reflections

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Keywords: sustainability, education, planning

In September 2015 the governments of the world signed up to a set of *Sustainable Development Goals* that acknowledged the importance of both human settlements and education that are directly relevant to planning. These goals are the latest step in attempts to address a global set of interlocking social, economic and environmental problems. Climate change, for example, will have a disproportionate impact on the poor, undermine prosperity, and degrade the ecosystems on which societies depend. Such problems are particularly important for urban areas as they host the majority of the world's population, are the main centres of economic activity, and generate large ecological footprints. Transforming urban areas into more sustainable and resilient forms should therefore be a major priority for governments. This transformation entails not only the modification of the bio-physical dimensions of the built environment, but also requires changes to its socio-economic systems. Planners have a crucial role to play as the key agents of urban change. The challenge for universities is therefore how to prepare students to fulfil this role when they graduate and start to work as planners. This paper addresses this educational challenge by reviewing the use of cutting edge pedagogy that is supported by on-line technology and innovative approaches to interdisciplinary teaching. The overall approach is one of critical reflection of the teaching practices that have been trialled and developed by the author over many years. Both theoretical and empirical analyses are utilised to support the underlying argument that integrating a practical understanding of sustainability into university planning curriculums is essential.

The paper begins with a brief history of sustainability and an explanation of how it seeks to address social, economic and environmental problems. This includes an analysis of the role of planners and planning education in striving for this goal. The analysis develops from the UN Stockholm Conference on the Human Environment (1972), through the International Environmental Education Programme (IEEP) Tbilisi conference (1977), the World Commission on Environment and Development (1983-87), the Rio Earth Summit's *Agenda 21* (1992), and the UN's *Decade of Education for Sustainable Development* (2005-14), to the *Sustainable Development Goals* (2015). A case study is then introduced based on the experience of planning and sustainability programs at Griffith University. This includes an examination of the creation and implementation of several sustainability courses that have been taken by students of planning and the built environment over the last decade. At the centre of this case study is a detailed analysis of a relatively new first year course in sustainability that is taken by all planning students, as well as those studying architecture, environmental science, engineering, and other disciplines. This course is unique in its blend of problem-based learning, the development of interdisciplinary perspectives, and the increasing use of on-line tools as a way to improve both engagement with students and flexibility in the courses delivery. The case study uses surveys of student responses to this course and how they have changed over time. It also looks at the expansion of this pedagogical approach to the whole university via the development of an on-line *Sustainability Hub* that can now be used as a resource by students and staff in any school, on any campus, at any time.

The results of this study are informative. First, it was found that students need to understand the importance of sustainability, how it relates directly to their chosen profession, and how it will affect what they will actually be doing when they graduate. Second, it was found that adopting a practical problem solving approach in workshops facilitated the development of an interdisciplinary perspective. Third, it was found that treating sustainability as a design challenge worked better than approaching it as an ethical issue, especially when dealing with planning and built environment students. The theoretical framework of strong ecological modernisation (EM) is used in this paper to interpret these results. Strong EM was chosen as it underpins the concept of

sustainability, offers a strategic pathway for making the necessary transformations, and treats sustainability as a design challenge. It is also one of the theoretical frameworks introduced to the students who take the first year sustainability course. Using this framework it is argued that planners can act as agents of change to improve sustainability of urban areas by facilitating the necessary technological change, engaging with key economic imperatives, assisting in political and institutional change, reinvigorating the role of social movements, and influencing the public discourse.

Ghana's proposed 40 year National Development Plan: challenges and prospects for planning education and practice

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Ghana is not new to development plans. The Guggisberg Plan (1919-1927) was indeed one of the first in Africa. There is however a big gap between plan preparation and implementation. Currently, the National Development Planning Commission (NDPC) has proposed the development of a long-term national development framework to guide future development. Given the seemingly strong support for the formulation and implementation of a 40-year development plan, this paper seeks to answer two key questions: Does Ghana need such a long-term development plan, and secondly what does it mean for planning education and practice? The paper critically examines the conceptual-theoretical issues and throws up some reflections as to whether the proposed plan represents a real need or a business-as usual approach to development planning, planning education and practice in Ghana.

Planning as a field in Brazil and South Africa: some preliminary findings and lessons for planning education

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Urban and Regional Planning education In Brazil and South Africa has developed in different ways both in content and in structure. A simplistic distinction made between *urbanismo* and *town planning* by Piccinato (1987) is that “Town planning is Anglo-Saxon, urbanism is Latin”. This assumes that both Brazil and South Africa have, in one form or another, been influenced by their particular spatial, socio-historical contexts. These observations point to the possibility that a range of different forces or ‘struggles’ have culminated in these different approaches to the ‘field’ of planning and the current state of Planning Curricula.

A Bourdieusian theoretical concept of ‘fields’, where fields are seen as arenas in which ‘actors and institutions struggle for something they have in common’ (Edman 2001), provides a useful framework in which to begin to interrogate what different ‘arenas, axis, actors and institutional struggles’ have taken place in order to produce these variations or similarities between Brazilian and South African approaches to planning and planning curricula in what may be considered peculiar circumstances. By extending this idea further the question that may be posed is ‘how, why and in what forms has urban and regional planning education and the bodies or ‘corps’ of people practicing planning been constituted in South Africa and Brazil in the period 1960 to 2012?’ In other words, what are the set of beliefs or rules which have been established as a result of ‘struggles’, what were these ‘struggles’ and what social, political, historical and economic forces framed the field of planning in these two different contexts. A signifier of both similarities and differences between the two countries may lie in the ‘official’ form of planning as a ‘profession’ in South Africa but a distinct situation in Brazil; yet close similarities in approaches to urban problems including a strong

emphasis in the recent democratic decades in each, on participatory planning processes.

This paper outlines some early findings and possible lessons in an attempt to understand, in two seemingly different contexts, the justification for planning and to understand the ‘pervasiveness, dispersion, intricacy, contingency, and layering of our social practices’ of planning within two Global South contexts (Dreyfus and Rabinow, 1983). Central to this thesis is that particular political, social, cultural and economic moments have resulted in the formation of the ‘field’ of planning. It is argued that these forms of planning which have taken both similar and different turns in the two contexts have led to a particular set of rules and standards and a planning curriculum which may or may not address current priorities.

The paper begins to point to some of the current priorities in Planning Education and how this is being informed (or not) in the two contexts of Brazil and South Africa.

Embedding food systems beyond planning: experiences in teaching, research and outreach

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“There is no escape from the food system.”

Tim Lang, keynote speech at Mayors Summit/Signing Ceremony for the Milan Urban Food Policy Pact, 15 October 2016

Many planners now commonly regard food as a system that requires analyses, policies, interventions, and management just as water, mobility, waste management and other complex systems do. The recent emergence of food systems as an organizing concept can be due to a range of causes. One can highlight particularly the principle that food systems can be planned like other systems – including in the context of cities and regions.

Thus, while it is not yet as established an area of focus as transportation and land use planning, for example, one can make the claim today that food systems planning has found a place at the planning table. This emergence can be traced to the persistent work within planning pedagogy and research by a number of scholars, first in North America, then in Europe and beyond. Building on the efforts of these individuals, the role of professional and pedagogical associations like the American Planning Association and the Association of European Schools of Planning helped disseminate the food systems approach and ultimately provide legitimacy for it.

By now, the food systems approach has been adopted by numerous scholars across the planning academe. Examples of food-systems teaching, writing, research and outreach by planning professors abound. Some courses explicitly focusing on food systems planning are now offered as a regular part of curricula; in other cases,

food-system topics are integrated into courses dealing with more established planning issues, for instance as modules within health planning courses.

By reflecting on our decade-long involvement in this area combined with a series of interviews, this paper seeks to show that the food systems approach (including food systems planning principles) is now entrenched into the research and teaching of some scholars beyond planning schools. Planning scholars and those outside the planning discipline can enrich each other's research methods and areas of inquiry through a cross fertilization of both their research and teaching in food systems.

To this end, examples of such scholars and their work will be introduced. These include: Andre Viljoen (Architecture); Katrin Bohn (Architecture); Matthew Pottleiger (Landscape Architecture); Jason Gilliland (Geography and Public Health); Alison Blay-Palmer (Geography and Environmental Studies); Mustafa Koç (Sociology).

Looking beyond specific individuals, the paper will focus on the experience of an academic institution, Ryerson University in Toronto, where we aver that a food systems approach now underlays teaching, research and outreach in many different departments, faculties, and centers. The influence of food systems planning has thus managed to become relevant beyond its origin in the departments that concentrate on the planning of urban and regional systems. At Ryerson University, a food systems approach is incorporated in the School of Planning, which will be illustrated briefly to show where this has found a place in the school so far. However, the focus in this talk is on experiences *beyond* the planning school. We will start with an analysis of the presence of a food-system focus in some teaching outside that school, including the integration of food systems planning into courses in building science, sociology, nutrition and food studies, political science, and even electrical engineering.

We will then focus on our own teaching experiences over the past decade. First, one author will share the ways in which the understanding of food systems has shaped some Architectural Design courses. Indeed, designing the built environment as part of a larger food systems strategy is increasingly acknowledged for its role in achieving the broader goals of both sustainable and healthy cities. Four experiences will be shared: advising students who focused on food-related thesis topics; introducing food-system issues within multi-topic architectural design studios; intensely food-focused

semester-length advanced design studios (both in Toronto and graduate-level summer abroad design studio/seminars in Brazil) where the choice of a site and theme was centered on food-related challenges; and an entire course on Designing the Productive City that combines lectures and design components.

Next, the other author will share the way planning dimensions were integrated into teaching two courses (one on Urban Agriculture and the other on Urban Food Security) within a Food Security Certificate. In this case, food is the sole focus of the teaching, but the students come from a great diversity of backgrounds and planning is not central to the teaching. However, food systems planning has made its way into these courses in a few ways that will be discussed here.

While this talk focuses on pedagogical aspects, it also discusses research experiences among Ryerson faculty that incorporate or parallel food systems planning. In this regard, the role of the Centre for Studies in Food Security in facilitating multidisciplinary collaboration and exchanges around food-system issues will be identified.

Finally, several outreach experiences connected with Ryerson University will be outlined. In this regard, the emergence of Ryerson as a facilitator/hub for food systems-related work is particularly relevant, transcending specific contributions by individual scholars based at the university. Three very different examples will be analyzed succinctly, focusing on the ways in which they related to food system foundations: the ongoing Carrot City initiative that includes exhibits, publications and lectures about the design aspects of urban agriculture; the international Urban Agriculture Summit at Ryerson in 2012; and a new Municipal Food Training effort involving four cities, coordinated through Ryerson.

We will conclude with lessons that can be drawn from these multiple types of experiences based at one university. We argue that the trend towards the embedding of food systems approaches may be reaching a tipping point, as it starts to serve as a paradigm for understanding and acting upon the wicked problem of supplying food sustainably to the world in general and to its expanding cities in particular. This is illustrated by the new signing by over 100 cities from across the globe of the Milan Urban Food Policy Pact, which is explicitly anchored in work on City-Region Food

Systems. While planning pedagogy and the planning profession have played a key role in enabling this process to occur, there are indications that the food systems approach may be transcending its roots within planning, as it is getting embedded in many disciplines and many contexts.

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Urban planning as a pedagogical experience through an Action Research Project in intermediate cities in northern Peru: “Transversal (2011- 2016)”, La Libertad Region

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Traditional urban planning teaching provides a normative and general knowledge that does not contribute effectively to its practical application (Uribe-Echevarría, 1977; Alexander, 2001; Carreño & Duran, 2015). This becomes evident in intermediate cities where the globalization phenomena demands that planning involves the present, the places and the local actors. Traditional intermediate cities are facing strong real state dynamics (pic.1), with a high building rate and increased land value resulting from grow up productivity in the rural areas due to new and important investments whose interest slip away from those of the local economy.

The pressure for immediate response from the economic and social actors has led to underestimate long-term policies as inefficient or innocuous. Faced with this: Why teach planning in an environment that despises it? In addition, drawing up urban plans has become a bureaucratic matter that does not assure any usefulness, so Budget and Operation Plans are prioritized based on experience, political interests and other concerns.

The challenge we are facing is how to make and teach planning socially and politically legitimate. Within this context, participative planning emerges as an alternative to build legitimacy between the local actors thus efficiently regulate their territorial development. This kind of planning has required a pedagogical experience that needs transversal strategies from interdisciplinary skills, and commitment from the local actors' in the city development.

This is an opportunity to reinvent the way to make planning useful and agile, binding it to the management practice in the everyday occurrences and in local areas.

In this planning project, the objective is that the group of local actors (civil servants and authorities) and students learn to become planners by participating in the ideas, decisions, strategies and follow ups, in other words on the coproduction of the city project. The hypothesis is that higher education in planning must be understood as a participative pedagogical experience in the context of the complexity of each urban phenomenon.

Within this perspective, education is the conductive thread that will allow committing the local actors' and the activities. If planning is at the service of all, such instrument must be accessible in understandable terms to the group of actors and not become a technical tool that would affirm the power of a group of professionals.

This begins with the (formulation) activities which are:

- a. Understanding the city (Baud et al, 2011), as well as identifying aspirations and possibilities, through the co-production of pertinent information (Decleve et al. 2002; Vilela & Fernandez de C., 2013). A main dynamic applied in the project workshops is the experience of urban trails, where the guides involved are civil servants, authorities or local leaders who tell the story of the places to other neighboring residents and students; this urban experience allows to re-learn their places and raises a different debate. So, participants do plans and schemas of the urban trails and the seen problems and possibilities.
- b. Discussing territorial occupation (pic. 2), negotiating and reaching agreements with the premiss of reestablishing urban and territorial relations (Forray, 2010; Reese, 2011).
- c. Building proposals, guidelines, approaches and prospective aspects collectively (Takano & Tokeshi, 2007).

These activities done jointly are not necessarily sequential, parallel nor concluding. Likewise the execution implementation activities must go with complement and guide the formulation activities (McTague & Jacobowsky, 2013). This way knowledge is linked with action (Friedmann, 1992; Vidyarthi, 2012; McTague & Jakubowski, 2013).

A central tool for the pedagogical experience is the participative workshops with sequential theme (pic 3). These workshops are the backbone of the strategy and assure the theme continuity relating academic activities with the actors' experience in

the coproduction of planning and projects. This way, the strategy is to relate and integrate: actors, activities and places, (Gobaerts et. al., 2002); methodologies and pedagogies; and planning with minor urban projects that dynamize the whole process. (Vilela & Fernandez de C., 2013).

Just as neighbors, local leaders, civil servants, local authorities, university students and teachers all take part in each workshop activity with different roles. This relationship generates a round trip in where everyone learns and searches from their own concerns and experiences generating synergies that leads them to new visions and projects. The University student looks to put into play his learning and teaching tools, while the actors turn to their experiences, their places and memory. Everyone participates in a collective debate, where positions are discussed and listening is learned. Each workshop's intervention space is identified in its different territorial scales, concentration and integration variables, and spatial distribution (Uribe-Echevarria, 1983).

In the project context "Transversal (2011-16)", this reflection has allowed us to start to consolidate a social and political local network. Such reflection would not have been possible without the existence of product continuity of concrete urban challenges that demanded answer. So, the components from different parts of the planning will be made from the results of the participatory workshops' activities. In that sense, it allowed the participants to be initiated in the planning experience. Having as central reference each workshop's completion, there are university courses involved in this process and adapting their methodology in accordance to the workshop's objectives¹. The carried out effort was according to the specific competence of each specialty produced collectively, for example, a social economic base line and public place urbanistic projects that were incorporated into public investment projects (pic. 4).

In sum, the workshops allowed the formulation of shared objectives between the population, the political representatives and the university actors. The university's teachers and students learned to put into play their abilities and challenge themselves creatively through the experience of the discussion with the citizens and their

¹ Involved courses from Sociology (Práctica de Campo: 2012-2; 2013-2), Geography (Ordenamiento territorial: 2014-1) and Urban planning (Seminario de urbanismo: 2013-1, 2014-1, 2015-1)

representatives that at the same time learned to go beyond the day by day to discuss the future, experiencing planning as a relevant tool for their territories.

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Pictures



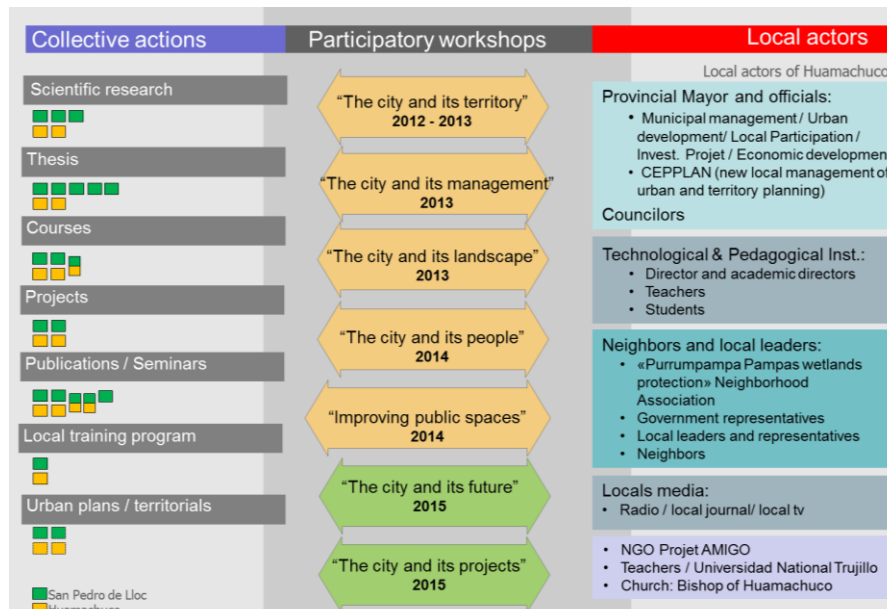
Picture 1: Important changes in Huamachuco's urban morphology since the year 2000.

Source: Transversal, 2012

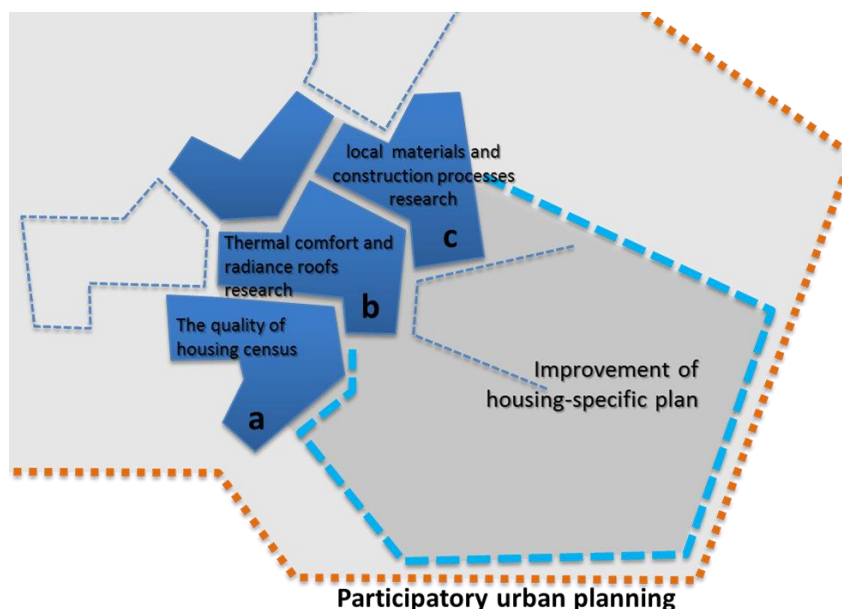


Picture 2: The participative workshop working group: Neighbors, local leaders, municipal officials, students and teachers participating in the discussion on problems in the wetland-urban sector of Huamachuco city: the Purrumpampa Pampas.

Source: Transversal, 2014.



Picture 3: General outline of the strategy for learning and teaching urban planning within the framework of the Action-Research project "Transversal, actions of integration in the Peruvian territory (2011-2016)". Source: Transversal, 2014.



Picture 4: Relationship diagram between partial products a, b, and c, as projects components and/or specific plans in participative urban planning. Source: Vilela, 2015.

Territorial planning: challenges for capacity building and transformative praxis in Brazil

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The objective of the article is to analyze how processes of productive-economic and political restructuring and broader societal transformations generate a series of challenges and opportunities for building up the necessary human capacity as well as the transformative professional practice (praxis) that are required for urban and regional planning in Brazil.

Countries of the global south in general, and Brazil in particular, have faced intense social-spatial contradictions in their development trajectories that have compromised their territories at multiple scales. Therefore, the urban-regional planning agenda in those countries represents an even higher level of complexity than in the *global center*. Territorial planning in the global south cannot be separated from issues such as inequality, informality, the scale and proliferation of precarious settlements and the clientelism and patronage that mark the relationships between private actors and the State.

To make the scenario even more complex, it should be recognized that urban-regional planning is also confronted with new, and often contradictory and complex dynamics, such as: the synergies and conflicts between environmental and urban issues and the multiple projects and strategies that are articulated by both public and private actors around the broader agenda of sustainability; the transformation of the agenda of the Millennium Goals into the Objectives of Sustainable Growth in the period after 2015; the need to overcome the legacy of the techno-bureaucratic model of planning (marked by the instrumental rationality) and to improve on the many forms of participation and collaborative planning, including the experimentation with new

communicative rationalities; the possibility to establish further progress in relation to the agenda that was structured around the right to the city in order to move towards a perspective focused on the transformation of the city; the latter to be articulated with new insurgencies and subjectivities which have been proliferating, particularly in the Global Urban South; the interconnection between multiple scales of planning and the variegated forms of territorial restructuring and rescaling of the State and its consequences for urban and regional planning.

More specifically in relation to the Brazilian scenario, and based on the above mentioned elements, the paper initially highlights how the transformations in the post 1970s period generated new societal demands regarding competencies, skills and awareness expected from territorial planning that stretched the field way beyond its boundaries framed around traditional human resource formation, capacity building and professional practice.

In a subsequent stage of the paper, we will analyze how this triggered specific pedagogical innovation and led to the creation of a new federal university in the ABC region (an industrial heartland in the outskirts of metropolitan São Paulo) with a quite different conception on learning, innovation and transformative praxis. Since the 1980s, the ABC Region has undergone an intense process of productive and economic restructuring as a consequence of the demise of the national developmental regime. The Federal University of ABC (UFABC) was created in 2005 in the midst of these transformations and also as a direct result of broader mobilization in the region as to the need to democratize the access to university education. Entrance into the UFABC is organized around two interdisciplinary bachelor's courses: either the Science and Technology Bachelor (STB) or the Science and Humanities Bachelor (SHB). The proposal of a Territorial Planning Bachelor (TPB) was elaborated by a strategic decision from the SHB in 2010 regarding the need to create complementary follow-up graduate courses after students completing their SHB. The TPB shares contents and specific disciplines with other courses such as Economics and Public Policies. Another feature of the course is its dialogue with Post-Graduate Research and Teaching in the thematic area of Urban and Regional Planning as defined by the National Ministries of

Education and Science and Technology (CNPq/CAPES) and with the specific Post-Graduate course in the same area that already existed in the UFABC.

The final part of the paper explores the tensions between these ongoing national and local innovations and the existing institutional structure that guides Brazilian planning education and practice. The mismatches in the field of planning education and practice are evident and represent a paradox, particularly considering the fast transitions in the development trajectory of the country that were analyzed in the previous parts of the paper. As opposed to the international trend, the Brazilian institutional framework that is supposed to guide the building up of capacity and human resources as well as progressive-transformative professional practice is still fragmented and with limited outreach to incorporate these new demands - from civil society, social movements, public policies and the market - that surround the urban and regional planning of the country. Thus, a challenging scenario emerges characterized by intense transformations, contingencies and broader issues surrounding capacity building, the formation of human resources and professional practice in the field of urban and regional planning. The social-spatial and environmental contradictions that surround Brazilian cities and regions force us to urgently design and discuss an agenda aimed at mobilizing Brazilian society in order to find answers and create a “new planning for a new Brazil”.

Planning education imperatives for the global South: rising to the 21st century urban challenge in Sub-Saharan Africa

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Global South cities are growing and changing rapidly. These cities, particularly in Sub-Saharan Africa, are increasingly becoming dysfunctional and without appropriate planning they risk becoming more inefficient, unsustainable and ungovernable. A shortage of urban planning and urban management professionals trained to appropriately respond to the urban complexity of the South will exacerbate urban dysfunction and promote failure in achieving a sustainable urban future for millions of urban residents in the South.

Urban planning curricula of many planning schools in Africa are outdated. In this regard, I argue that change in the way planning is done in Africa will require new thinking to overhaul planning education on the continent. The central argument in this study is premised on the assumption that reforming and revitalising planning education in the global South coupled with appropriate reforms in planning legislation could allow the global South to effectively rise to the 21st Century urban challenge.

Change will by and large depend on planning schools producing planners who are innovative, problem solvers and willing to collaborate with all parties, including the urban poor, involved in urban development processes. Planners' actions will need to be informed by explicit and progressive values and professional ethics as well as exposure to good governance and anti-corruption practices. Thus, the education of these future planners requires a thorough reappraisal of existing teaching methods,

the introduction of new ones, and a remodelled curricula. This, however, is not an easy engagement as it requires some degree of institutional transformation and new financing windows and models.

The Association of African Planning Schools (AAPS) was formed to mitigate the dominance of unsuitable and irrelevant archetypes in planning education on the continent. AAPS aims to improve the quality and visibility of planning pedagogy, research and practice in Africa, and to promote planning education advocating ethical, sustainable, multicultural, gender-sensitive, and participatory planning practice. In 2008, the first major AAPS conference took place in Cape Town, South Africa, and proposed five main themes for a model curriculum for African Planning Schools: Informality; access to land; climate change; collaboration between planners, communities, civil society and other interested parties, and; mismatch between spatial planning and infrastructure planning.

While the AAPS model curriculum has been on offer as a pilot at the University of Zambia for more than two years now, it appears other African Planning Schools and some partners have not followed its implementation processes to learn and adapt it to their local contexts. In addition, the Zambian government seems to rely on this curriculum to transition from old styled urban planning and management to new models. For instance, the government passed a new planning law in August 2015, with content that is well covered by the AAPS model curriculum. The government has also indicated that the full implementation of the revised decentralisation policy will largely depend on the availability of qualified staff in the over 105 local authorities in Zambia. As such, the paper seeks to detail the processes, innovations and prospects that characterise the implementation of AAPS model curriculum at the University of Zambia. It is hoped that this paper will motivate increased engagement with the AAPS model curriculum by African Planning Schools and other partners, and that the agenda to reform planning education on the continent will be re-energized. Furthermore, the paper will indicate how 'non-traditional' planning education themes, such as planning for informality, provide space for curricular innovation needed to produce planners that will assist African governments to prepare and adapt to a more urban and a challenging 21st Century urban future.

Research methodology

The paper is based on ethnographic methods. It is based on the experiences of the author who has been deeply involved in the implementation processes of the model curriculum. The author has been a key academic member of staff during both curriculum development and implementation phases and processes. Primary and secondary data will be analyzed through qualitative methods. Primary data will involve recounting experiences which the author has been recording for the past two years. Further, semi-structured interviews will be used to collect additional information from local key stakeholders on the programme. These stakeholders will include the Lusaka City Council, Ministry of Local Government and Housing, the NGO-People's Process on Housing and Poverty in Zambia and selected residents from two informal settlements in the City of Lusaka.

Approaching sustainable green and blue solutions in order to compensate grey streams of traffic

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This paper is aiming to explicate how the planning course named “Possible Cities” is trying to have an impact in the discussions around Helsinki City Master Plan. The course is a studio on Master’s level in the department of architecture, at Aalto ARTS. The outlined learning outcomes in the studio “Possible Cities” are relatively extensive, and after successfully finishing the course the students should be able to recognize different elements of the community structure like the landscape, land use, production and service and the networks connecting these. They are also expected to know how to apply in the planning central data describing communities and describe the factors changing the community structure, different scale levels, and the urban region as a dynamic system. The should be capable to draw up a draft for a partial disposition or master plan or strategic master plan draft in teamwork together with other student from different fields. During the course they should act productively in the group in different roles because that is seen crucial in the professional life of planners.

The New Helsinki City master plan process has been going on from 2012. In the Vision 2050 Helsinki is a part of the region and belongs to the network of European big cities. The growth of knowledge intensive industries and the resulting economic modalities shape the trend of strategic planning. Helsinki will be a network city with good rail traffic and an expanding main centre where some high ways will be developed into boulevards for new housing, and this is called Urban Boulevardization.

Helsinki is preparing the land use in the new master plan for a significant population growth (250 000 inhabitants) and in 2050 an estimate predicts 860,000 inhabitants and 560,000 jobs in the city. The master plan is presenting a more urban, denser structure for the city and the densification is seen in the plan proposal to support the development of an ecologically efficient urban structure. The key factor in the

densification is to change existing motorway-like traffic routes into urban city boulevards and then plan new mixed neighbourhoods around them. In Helsinki plans the green areas have during the last hundred years been forming an interconnected network and transverse green corridors link the main green areas, the 'green fingers'.

Autumn 2015 the studio "Possible Cities" has been focusing to find more sustainable solutions for densification in Helsinki City (Master) Plan. The studio was addressed the using of ecosystem services approach for better urban planning. "In recent decades, the relationship between urban form and sustainability has become a planning issue. It is assumed that the city of Helsinki City Planning Department wants to study planning alternatives. The alternative that is studied in the studio is the possibility of getting rid of the end of Turunväylä from Huopalahdentie until the Kehä I. The highway will be replaced by a blue/green structure (or a relevant other alternative) taking the concept of ecosystems services as a basic tool in the development proposal." (Syllabus of the studio)

When searching references dealing similar changes in city structures, we find interesting case studies and articles of them from all over the world. One of the most exciting was the study on Cheonggyecheon stream restoration in Seoul, the capital of South Korea, because it has such a long history being first a natural river, then a sewer and in the end covered with concrete and a built high way above it. Now since 2005 after a very quick renovation project the 10 kilometres long stream has been a public space and park in the centre of Seoul.

This paper is aiming to find out how the example seen in totally different circumstances is influencing the case study about the removal of a high way (Turunväylä) in Helsinki. The research has three different sections which will be investigated:

- 1) Helsinki City Master plan which is still in the decision making process. Now in October 2015 after the City Planning Committee has approved the proposal, statements concerning the proposal are requested and the proposal will be published for the submission of opinions. The case of Turunväylä removal is studied in the Master Plan proposal; the material includes maps and reports. The decision making process

is assumed to go on until the end of the year 2016 when the City Board and the City Council are accepting the proposal after the possible revisions.

2) The second section to be investigated consists of the proposals found in the students' final assignments in the studio "Possible Cities" in December 2015.

3) The Cheonggyecheon stream restoration process in Seoul was the subject of the study field trip in the beginning of October 2015, and the place and space and also the process was studied carefully in the field. Cheonggyecheon Museum offers a very extensive exhibition and a guiding system, which were a useful addition to the published journal articles which were read already before the trip. The Cheonggyecheon stream is seen here as a reference case because it is already implemented and put in the practice – contrary on the two other sections which can be seen only in planning documents.

All three sections are compared thinking the sustainability and using criteria from the concept of Ecosystem Services (ES), which recently has been brought to the attention of urban and regional planning and policy making. The ecosystem services approach is aiming to draw attention to the benefits that ecosystems provide to humans. Ecosystem Services are reshaping thinking around sustainability and can be considered as one of the main approaches to managing biodiversity, human settlements, urban and regional planning and climate change today. The ecosystem services can be categorized such as providing natural resources for basic survival, a contribution to good physical environment - for example through the access to green spaces-, as well as social, cultural and educational benefits for people, and wellbeing and inspiration from interaction with nature. Many of the ecosystem services and the value of the use are depending of the experiences of the people - and these are difficult to identify in the planning phase – only estimating is possible, as well as the scrutiny and reading the documents, both text and maps.

The expected results of the research in this paper are of course not comprehensive in all possible ways. Anyway it shall be interesting to be able point out new interpretations of sustainable planning for Urban Boulevards in Helsinki City Master Plan, as the City of Helsinki is still assumed to be open for new solutions according the densification. It is of course also profitable to find out the possible traces

Cheonggyecheon Stream has left in students' works, because that project is already fulfilled and the consequences could be seen and studied, and in the discussions the argumentation should always be based also on evidences, not only ideas, plans and assessments.

Innovations in data literacy in a globalizing world

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The way data is collected, communicated and utilized is constantly changing. Collection occurs across multiple domains in informal and formal ways; communication targets various levels of stakeholders in the decision-making process; and data is increasingly open, social and over-abundant, making it imperative that consumers understand the dimensions and consequences of available information. With an increasing onus on the consumers of data in the decision-making process, it is important that data is communicated to support data literacy across a diverse set of stakeholders. Thus, planners play a critical role, given that urban environment harbor and produce substantial data sets.

There is a need for planning curricula to adapt to this data revolution in ways that extend beyond innovative data collection techniques to consider the life-cycle of data, from collection to dissemination to action. This includes skills that span research methods, community engagement, and data visualization. Historically in planning, community engagement strategies have been a particular research method central to soliciting civic participation.¹ And while design communication is critical to the pedagogy of traditional design disciplines,² it is not ubiquitous across planning curricula. This paper links the ways by which community-based data is collected with the way it is visualized, so that visualization and communication are central to the research design and decision-making processes that derive from the data. Two case studies from the island of Hispaniola illustrate how technology facilitates data collection in the field, utilizing local community engagement teams (Haiti) and interdisciplinary

¹ J. Friedmann. (1987) *Planning in the Public Domain*. Princeton, NJ: Princeton University Press.

² Jorge Frascara. (2004) *Communication Design: Principles, Methods, and Practice*. New York, NY: Allworth Press.

student cohorts (Dominican Republic) to propose an innovative way forward with community-based research methods and context appropriate dissemination tactics.

A two-year study in Haiti investigated the effects of the post-earthquake built environment on the cholera epidemic. This research monitored 400+ water points at a regional scale utilizing a local team trained in WASH,³ community engagement, cultural competencies, and data collection techniques using various technologies. This work revealed the complexities inherent in conceptualizing, analyzing and synthesizing issues related to the built environment and public health at a systems level, particularly in the post-disaster context of Haiti where the resource-deficient government carries much of the burden of poor water-related infrastructure.⁴

A more recent study in the Dominican Republic took the lessons learned from Haiti to refine the data collection strategy, with a focus on how the data generated from the process could directly inform the decision-making process that involves the public and private sector. An interdisciplinary cohort of students trained community leaders and youth in socio-spatial data collection. Through this process surveys were designed, translated, and pre-tested in the field alongside the partners from the communities, thereby increasing the reliability and cultural-appropriateness of the questions asked. The use of a mobile application facilitated this process. Video data supplemented the survey data and was submitted to the research team through WhatsApp. The final product became a video which was shown to the community at the end of the fieldwork as a way of disseminating the findings, but also putting a tool in the hands of the community.

Across these two studies, technology has been an agent of change and is transformative insofar as individuals engage with their own real-world challenges through various online, open, and social platforms using locally-appropriate devices. This methodology produces a significant amount of data, and utilizing certain

³ WASH – Water, Sanitation and Hygiene (WHO/UNICEF Joint Monitoring Programme for Water, Sanitation and Hygiene: <http://www.wssinfo.org/>)

⁴ Jocelyn Widmer, Thomas A. Weppelmann, Meer A. Alam, David Morrissey, Edsel Redden, Mohammed H. Rashid, Afsar Ali, Madsen Beau De Rochars, Jason K. Blackburn, Judith A. Johnson and J. Glenn Morris, Jr. (2014) “Water-Related Infrastructure in a Region of Post-Earthquake Haiti: High Levels of Fecal Contamination, and the Need for Ongoing Monitoring. *American Journal of Tropical Medicine & Hygiene* 91 (4): 790 – 797.

engagement strategies, the data is often collected by leaders, stakeholders and youth. For the community and associated decision-makers, this process involves the community in ways that they can engage, articulate and contribute to shaping solutions to their grand challenges. For planning students, effective data visualization requires training across critical thinking skills, technical competencies and design communication. Applying innovative strategies to collect, communicate and utilize data calls into questions why our brains respond so well to graphics, what are the trends in the data presentation field, and how to meet stakeholders' information needs and interests. Interpretation of findings then becomes an engaging mechanism whereby information systems are a democratic and transparent lever in the decision-making process.

Pedagogy built on working with communities - a first semester core course

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Preparing students for practice is perhaps the key challenge in planning education. Since the late 1990s, the issue of how to balance theory, methods, skills, and practice oriented courses in the core curriculum has been increasingly recognized. Partly as a result of the greater emphasis in the 2006 North American Planning Accreditation Board guidelines on plan-making skills, and partly in response to the increasing demand from students for hands on learning, by now, most planning schools have incorporated practice oriented courses into their core curriculum (Edwards & Bates 2011, Vidhardi, et.al. 2012). Depending on how each program defines what planning is or ought to be, the strategies to incorporate practice oriented learning into the curriculum ranges from special seminars or workshops, to internship requirements to studios (Lang 1983, Grant Long 2012, Vidhardi et.al. 2012). While studios are a key component of practice oriented learning, the attitude towards studio pedagogy has changed over time. As the focus of planning programs shifted away from the physical planning oriented education of the earlier years towards social science and research oriented education, studio pedagogy was abandoned in most schools, to be revived once again in recent years.

The role of studios in planning education continues to be a debated issue (Lang 1983, Higgins, et al. 2009). We argue that studio learning, if tied to working with a community-based client early in their educational experience, can help students learn to balance theory with practice, and “can be a transformative experience, forcing them to confront their own values (...)” (Le Gates 2014). As Forester argues in relation to a

critical pragmatic approach, it can help them learn to “think critically about outcomes as well as processes, about institutional and process designs, about power and performance (...) [and to] reconstruct possibilities where others might initially perceive or presume impossibilities” (Forester 2012). Working with community-based organizations, they learn that, “you have to understand that you don’t always need to accept laws and programs as they now exist. You have to understand the basics of what goes into housing finance, for example, but you also have to be able to craft your own programs, zoning regulations and land use controls, to deal with different problems at different times” (Shiffman 2007).

This paper analyzes the pedagogical approach used in “Fundamentals of Planning”, a first semester graduate core course at Pratt Institute’s City and Regional Planning (CRP) graduate program that evolved from a 3-credit lecture course to a 5-credit lecture course with a “mini-studio” component. The initial purpose of the course was to familiarize first-year city planning students with relevant historical and contemporary literature on the principles and practices of planning at different levels and in various functional areas. The course provides a broad overview of the literature on current planning practice in its political context, illustrating the range of roles that planners play in government, non-profit and private sectors. Special attention is given to community-based and participatory planning, and planning for sustainable and resilient communities. The purpose of adding the studio component was to enable students to relate readings to practice by working in small teams for a real client on a current planning issue, in a neighborhood of New York City -- and imprinting the students with the importance and validity of planning with and for communities. Students learn how to coordinate the creation of a comprehensive report documenting the results of the class, consolidating research findings and recommendations for the client. In so doing they learn the required skills in the actual practice of planning.

The studio project is selected each semester based on requests from community-based organizations that the instructors have worked with before. The instructors and representatives of the organization decide jointly on the deliverables to the client so that neither the curriculum requirements nor the client’s needs and expectations are compromised. Students meet the client at the beginning of the term

to hear firsthand about the issues they need to work on. During the first part of the semester, students survey the neighborhood and prepare an analysis of neighborhood existing conditions. In addition to basic technical and communication skills, this also provides them with an opportunity to learn how to work collaboratively and how to resolve the tensions of teamwork. When relevant, before developing recommendations for the issues identified, the class helps the client organize visioning sessions. Recommendations are presented to the client and community members at the end of the semester.

After a short discussion of the importance of the academic context in shaping the approaches to community engagement and service learning courses, we review the goals, structure, requirements and assessment procedures of the Fundamentals course. We then analyze the effectiveness of this pedagogical approach. The methodology involves a three-pronged approach. First, we analyze whether the course has met its learning objectives through a survey of students from a period of five years. This was an online questionnaire responded by 70 percent of the 145 students contacted. Second, through interviews with community partners from the same five-year period, we assess the quality and implications of the studio products for the community partners. Third, we analyze how the course fits within the broader curriculum and pedagogy of the program itself. We then consider the conditions necessary to replicate this approach in other academic contexts. The paper will contribute to the debates on core curriculum and studio teaching, as well as community-university partnerships.

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The territorial planning practices in the field of education: search of the "state of the art"

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This work consists of a literature review in an attempt to find the state of the art research in the area of Planning and Regional involving the "practices" of territorial planning in the field of Education in an interdisciplinary field of knowledge. The research was faced with the possibility of inventorying the academic and scientific, involving the area of Education and territorial planning, from mapping this production, at a certain time and place. Furthermore, this research aimed to contribute to the writing of the history of the two fields of knowledge, considering their intersections. It is important to note what is meant by "practice" PGT this search. The practices are understood as experience reports, implementation of the initiatives of the instruments involving the territory and the area of PGT, case studies, fleeing only the theoretical scope. In this sense, there is no denying the importance of the development of theoretical research, as they provide support for the entire course of other research. However, out of the academy, the problems of reality pull the responsibility so there is the application or the practice of what is produced in the theoretical context, for I should have no point in producing so many new knowledge. Thus, the knowledge must come to society, seeking better living conditions.

This research part of the question that education is brought as a challenge posed to planners in the form of new governances, management at multiple scales and acting arenas. The territory is one of the specificities of planning work and its action tools can be used to find solutions to educational problems. But how? The focus of attention of this paper focuses on the current context of consolidation of a National Education System (SNE) and the National Education Plan (PNE) Brazil, what is at stake in the major theoretical discussions about the search for regional solutions to

problems of inequality in access to education, quality education, from, for example, the adoption of collaboration arrangements between federal, using the territorial associations as action tool.

The work of Paulo Freire (1997), already ressaltavam the relations between urban planning, public policy and the role of government to education. As for Libâneo & Oliveira (1998), the centrality is because education and knowledge become of the globalized capitalism point of view, driving force and axes of productive transformation and economic development.

The research was by nature the mixed method (CRESWELL & Clark, 2013), as this can provide a better understanding of research problems, instead of using the isolated approaches. It was performed with standardized systematic searches of the steps in two phases: i) pre-search and ii) post-trial. The survey itself was made in the Capes Portal (<http://www.periodicos.capes.gov.br/>), between the months of September to December 2014, which formed the database for searches the scientific work. In the search procedure the following steps were established: 1. "Subject Search"; 2. "Advanced Search"; 3.Campo: "Subject" + "contains" + "key words"; Specific 4.Campos: only "Articles", from 2000 until 2014, "any language" and 5.Classificação by "relevance". The standardization of post-trial steps, the following took place in relation to the search filters: 1. "periodic peer-reviewed" (rpp) and the subject 2.Tópicos and / or journal title. The keywords selected were divided into two categories: terms in English and Portuguese. Thus, the first major search in periodic portal was based on words in English, 7 keywords used ("collaboration forms"; "education territory AND", "governance AND education", "educational development"; "practices of territorial planning AND education "; " education AND collaborative governance "and" arrangements AND education "). Already keywords in Portuguese were used in the second stage of searching, totaling six terms ("arranjos AND educação"; "associativismo AND território"; "associativismo AND educação"; "território AND educação"; "regime de colaboração AND educação" e, "regime de colaboração AND território").

The cut chosen by the survey included the Central countries, Latin America and Brazil, before this scenario justifies the use of terms in English and later in Portuguese.

The question of scale is also worth detailing the methodology, as defined metropolitan areas of cities as the spatial research.

After the two search steps were performed systematization of results, through the construction of tables and graphs, for quantitative results the number of articles, as well as the amount of RPP and the amount of selected articles. Selected articles were tabulated according to the following criteria: i) magazine Qualis; ii) Journal Title; iii) year of publication; iv) Author (s); v) research themes; vi) Context researched and, vii) Results of origin. The classification of "Qualis" periodic followed the criterion of belonging to the group of journals in the field of "Urban and Regional Planning / Demography", governing the pool of periodicals of the Graduate Program in Planning and Land Use Management, according to denomination Capes. In addition to this criterion, the selected items should belong to the classification A1, A2, B1 or B2, that is, the selected publications should be in the best journals classified according to the area.

After the previous steps, another research strategy was adopted by searching the journals PGT area (third phase) with direct reference to Education, a total of 11 magazines. The steps of this quest followed the following methodology: 1. Access to the platform "Journal of Capes"; 2. Busca "by periodic" and 3. Campo: "ISSN". In the 11 pre-selected journals a search with keywords 4 was carried out, as follows: "arrangements"; "Collaboration"; "Territory" and "planning". At the end of this survey were selected 5 magazines owned results according to the research objective. Then the data of the selected journals were tabulated according to each keyword used. The classification in the table included the total number of results and number of selected articles. Moreover, the magazines were also classified according to their grade in the Qualis Capes.

The process of selection of items of interest was the more detailed stage of the methodology. Apart from reading the title, the articles undergone a check by reading their resumes. After this, the deepening in the texts was given to those items of final selection. The process described herein was made to search for the three phases.

The results of Phase 1 (search on the portal journals with keywords in English) included the selection of 22 items. The largest number of articles has been found to

QUALIS A1 and B3. Were scarce results in PGT Area Capes (only 2 articles were journals in the area of interest in the rating of A1 (Urban Studies, BAPTIST (2013)) and A2 (Education & Society, VIEIRA & VIDAL (2013)).

It was shown that most of the articles related to the PGT practices in the governance of education is practically out of the journals in the field of urban and regional planning / Demography. Thus, the articles of PGT practices that addressed the area of education relate to journals from the fields of educational management, educational development and administration of education, but not from the point of view of the territory and its governance.

Publications relating to territorial planning and education begin with more frequency from the year 2000. However, between 2009 and 2011 is where we had most number of publications in these journals. It was found that the education sector is the second in production jobs (18%), and brings to the area of applied social sciences, with 27% of the publications. It is observed that there is low production of fields of knowledge arising from education and work with the territorial issue to solve their problems, as well as the proper field of territorial planning with the work of educational issues.

In Phase 2, with the search on the portal journals with key words in Portuguese and adding a keyword in English, yielded 19 articles. Note that the body of work in English is much more expressive than in Portuguese. However, the Portuguese in search with keywords resulted in fewer articles of results (16 articles with keywords in Portuguese, in Phase 2), however 13 articles belonged to the area of interest of this research.

Phase 3, to search the portal journals on from the pre-selection of magazines of Education, within the area of urban and regional planning / Demographics, from the selection of 11 journals, searches with 4 keywords in them resulted in the final selection of 5 periodicals and subsequent selection of 27 articles of interest. However, only 2 articles (AZEVEDO & SANTOS, 2012; MARQUES, 2012) directly addressed the "practice" of PGT in education. The search strategy of Phase 3 in educational journals brought wider range of results, mostly theoretical nature, however, of great importance to the theoretical elaboration of issues. However, these journals searches showed

limited number of items that went to the point of practical compared with Phase 1 and Phase 2. For numerical values, the articles "practical" were represented by approximately 25.9% in Stage 1, 21% in Phase 2 and Phase 3 7.4%.

The issues arising from the search for territorial planning and education encompass other areas of knowledge. In this sense, the very PGT area brings the structure of a debate on the Theory of Planning, to present as complex area, interdisciplinary and surrounded by consolidated areas (FAINSTEIN & Campbell, 2012).

Some studies found by this research outweigh the traditional paradigm that has been the lack of communication between areas of knowledge and bring the issues of "practice" of planning and land management, for improvements in education, as a structural alternative to the problems education, both in national and international context (ARVIND, 2009; DAUN & SIMINOU, 2005; STOREY & FARRAR, 2009 and VIEIRA & VIDAL, 2013, etc.).

Contrary to what occurs with the area of education, territorial planning in health care is already well established. Many of the works found in searches remitted to the planning strategies and new forms of governance, taking into account the territory, to overcome the problems faced in health. As an example, can cite studies that refer to the Unified Health System (SUS) in Brazil (D'Avila VIANA et al, 2008;. & D'AVILA VIANA VIEIRA MACHADO, 2009; WARRIOR & WHITE, 2011; MAGALHÃES & Bodstein, 2009, etc.).

Most of the articles found has the overall context of the territorial expansion, increasing urbanization, social and regional inequality. These themes are common to both areas of knowledge and are from these issues unfolding research.

The gradual disappearance of the design of specific nation-state policies for the educational field, with the increasing abandonment and marginalization of the social purposes of education, are the major sources of discussion involving the educational problems.

To Ball (2001), education is increasingly subject to the requirements and regulations of economism assumptions. The neoliberal economy claims put education as a priority, presenting it as an alternative for social advancement and democratization

of opportunities, but what is seen in third world countries is increasing social inequality, poverty and unemployment.

In the context of state reform and the new roles assigned to it, along with political decentralization, the concept of Integrated Planning (PURCELL, 2009), to introduce new forms of governance, are very current issues to be applied in the field of education. Some work as Slaus et al. (2004), Lewis & Naidoo (2006), Tarabini (2010), Cassity (2010), among others, point to the need to bring alternatives to educational problems in the face of globalization.

The notion of creating a "network system" was appointed by Healey (2003), recognizing the complexity of power relationships among multiple social actors and urban contexts, looking for a plan that takes into account the importance of the processes beyond end products (leaving the technical and bureaucratic planning model), where governance capacity can be socially just.

The experiences of practices in the Brazilian context, in the form of educational development arrangements (ADEs), within the SNE and PNE context, refer to new forms of management and communication between the social agents involved, taking into account the regional domain for stocks.

In a governance model that favors the system of networks, partnerships, starting with a minimal state, ie decentralized, the facilitator of the planning state, is able to combine social inclusion and new regional and local governance scales (FREY, 2007; Brenner, 2010).

Governance beyond national scale, ie multiscale, it is important for the formation of collaborative networks and social cooperation. In this case, the state's role as an "enabler" of socio-political interactions helps in maximizing the benefits from the construction of common identities, behaviors and practices, which are goals and shared interests between social actors (BARCELLOS DE SOUZA, 2012).

Another point to highlight is the possibility of differences between the perceptions we have of the governance concept in the educational field and in the TMP area (Bevir, 2009). This may hinder understanding in the preparation of actions and the communication itself between fields. In this case, the consensus view among the fields of knowledge that it takes to overcome the borders in shaping the practices.

Finally, both national and international studies reflected more theoretical studies on the issue, which refers the fact that the research topic is recent in academic research and practices in addition to the low dialogue between fields of knowledge, emphasizing the interdisciplinary nature of matter.

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Institutions, practices and professional performance. Case studies to the history of planning in Brazil

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The starting point of this article is the result of the investigations and inquiries carried out by members of a collective entitled Territorial Studies Group and Urban History (GESTHU), registered in the Directory of the CNPq Research Groups and based at the Federal University of Rio de Janeiro. Dedicated to the analysis of the role of urban settlements in the structuring of territory from a historical perspective, we seek to understand the nature of the interventions within the social and state agents from records of the action programs both public and private in order to compose a repertoire covering the various entrepreneurship, actors and confrontations. It is an effort aimed at carrying out studies questioning the political and territorial experiences and urbanistic organization of space at various periods in Brazilian history. We believe that many of these practices are territorial planning precursors and we recognize that the imperial and republican projects have common ground when mean the “invention of territories” with the conquest, appropriation and fixation in different regions.

The perspective of this article is the analysis of actions taken in different locations in Brazil and the characterization of their materiality. We understand that the complex process of conquest and control of space during the nineteenth and twentieth centuries imposes a discussion of the differentiated importance - within the overall policy implemented by the Brazilian State - of the social determinants of spatial organization including the circulation of ideas, discourses, thoughts and the urban practices, as well as the professionals responsible for planning.

The objective is therefore to continue these concerns that have been investigated from the formation of this Group. It is presented a set of three practices leading up to and / or that marked the institutionalization of the Brazilian planning for 100 years from the mid-nineteenth century. The first example refers to the results of a current research focused on the resonances of the romantic socialist ideology in urban projects for the imperial capital, implemented or not. The city of Rio de Janeiro is observed during the second half of the nineteenth century when proposals for social harmony, progress, abolition of slavery and hygienist precepts and transformation of the colonial metropolis were brought into the country by men and books.

The second example is located at the beginning of the republican period marked by the debate on the need for modernization based on the expansion of transport routes and the introduction of new production methods with use of foreign labor. The construction of the capital of Minas Gerais, designed to represent the new times, reveals the conflicts around two projects: to boost urban activities or to develop the agricultural sector. This dilemma, which showed the political and economic power of regional elites, would culminate in a change in the initial plan of the new capital, when areas previously intended for installation of suburbs are now aiming to implement a rural area. It is in this context that the immigration of settlers becomes an important state policy.

The third example is linked to the 1930s, during the government of Getúlio Vargas, when the intervention policy was outlined by the Departments of Municipalities, also known as “daspinhos”. The state's department of Rio de Janeiro, created in 1939, in addition to technically advise municipalities with regard to budgetary, administrative, legal and even aspects of engineering, took office for the control of territory. It is analyzed the operating dynamic of this public institution in the Urban Planning Exhibition, 1942, in which the projects demonstrate the articulation of political party claims involving the governor, technical consultancies carried out in the prefectures and the making of urban plans by contractors offices.

Chinese Road Construction Society: the local practice of Introducing the Idea of Urban Planning, 1921-1937

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The understanding of Chinese cities' modernization has advanced substantially in recent years, with volumes of resources available on late imperial cities (Skinner 1977; Rowe 2002) and twentieth-century cities (Buck 1978; Hershatter 1997; Esherick 1999). These studies have demonstrated that despite their political chaos and military strife, the late Qing and Republican eras were a rather innovative period, during which modern planning methods were introduced into traditional cities through various routes. In order to enrich this understanding, a case study was carried out on Hangzhou city's morphological transformation and related early modern planning efforts between 1896 and 1927 (Fu 2015). During the case study, a civil society, the Chinese Road Construction Society, was found to have notable influence on the introduction of modern planning. Thus, in this paper, the society shall be the object of analysis, in order to clarify the society's role and influence in the introduction of modern planning in China.

The Chinese Road Construction Society (Zhong Hua Quan Guo Dao Lu Jian She Xie Hui) was founded in Shanghai in 1921 by several influential officials, led by Foreign Affairs Minister Wang Zhengting, to promote the construction of modern roads. It later gradually developed into a big association with branches all over the nation, and published its own monthly journal until the outbreak of World War II in 1937.

Although the society was founded in 1921, its actual operations began in 1922, when Wu Shan took over as the society's chief secretary and chief editor of the journal. Despite having no apparent background in civil engineering or any other related field, he was responsible for the first few key proposals for the society, including the idea of constructing a national road network and using the military to construct roads after war. Furthermore, he frequently travelled to give speeches in various big cities to advocate

for the establishment of new branches. Under his leadership, the society expanded from having no headquarters and only a few absentee sponsors to being a nationwide society with over one hundred thousand members (as of 1931). Its twenty-eight branches, not including the preparatory ones, covered the main cities of the nation, from Beijing in the north to Shantou in the south and Chongqing in the west, which ensured its influence at the national level.

Furthermore, in analyzing the society's journal, including its content structure, authors' educational background, and local cases singled out for praise, a trend of specialization and gradual differentiation of urban planning as an independent subject can be observed. In the three volumes of the journal's first publication year, the articles' main focus is on broadcasting the importance of modern road construction, reporting the latest news of road-building projects all over the nation, calling for new members, and setting up organization rules. Almost all the articles are written by influential political figures, except a few basic instructions on technology or methods relating to modern road construction. However, as the society developed and expanded, it attracted more and more experts, many of whom received their education abroad. Therefore, more and more articles were written or translated by expert members, which transformed the journal's role from a mere propaganda organ into a channel to convey the most advanced ideas and knowledge about urban modernization.

This transformation of the journal's role was a result not only of the society's expansion, but also of real, practical needs. The changing contents in the 'Diao Cha (survey)' column, which introduced the latest news from all over the nation, demonstrate this. At first only news and pilot cases about road construction were collected under the title of 'Road Construction Boom across the Nation,' but starting in Vol. 2.3 cases about municipal administration began to appear under another title, 'Observation of Municipal Administration in Various Provinces and Cities.' As cities started their urban modernization by constructing roads, other problems would arise, such as road network planning, organizing the necessary work divisions, and funding, all of which relate to a city's policy making or planning. By including this new content, the journal allowed for the sharing of experiences from pilot cases in planning or policy making. Later additions, with more experts' involvement, included articles introducing

methodologies and theories beyond road construction, such as those about policy making (Dong 1923), city health (Chen 1923), urban design (Dong 1924), etc. These articles, which were later collected in the first modern urban planning book – Shi Zheng Quan Shu (1928), established a brand new field, long before the first urban planning department was established in 1931 at Jiao Tong University.

The society also explored ways to provide professional services. At first, the society's public service was only organized in four departments, which dealt in Ce Liang (measuring), Yan Jiang (broadcasting), Sai Hui (exhibition), and Kuai Ji (accounting). However, as membership and experience increased, the society was able to establish and maintain more business in other areas. In 1933, it grew into a more comprehensive organization, divided into twelve departments. Aside from the Gan Shi Bu (secretariat), which was in charge of running the society, the other eleven departments were all involved in business related to urban renewal, such as the adding department of Gu Wen (general consulting), Hui Wu (open new branch), Jiao Ji (public relations), Gong Cheng (engineering projects), Diao Cha (survey), Bian Yi (translation), Shao Jie (career introduction), and Fu Wu (general public service).

In conclusion, this paper demonstrates that urban planning was introduced gradually into local cities through modern road construction, and clarifies the important role played by the Chinese Road Construction Society in promoting the local practice of urban planning in the early modern era.

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Chinese planning history methodology under interdisciplinary background

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The study on Chinese planning history is on the rise. In 2011 urban and rural planning was established as an independent first-level discipline in China. Accordingly, its secondary discipline - planning history – gained independence from architectural history and urban history. In November 2012, the Academic Committee of Urban Planning History and Theory was formally founded under the Committee of Urban Planning Society of China, bringing together scholars from various research fields focusing on studies of planning history and theory. With a growing diversity of the academic background of these scholars in recent years, the interdisciplinary feature of planning history increases. The participation of scholars in the field of history, law, sociology, geography and so on brings new research topics like “history of planning academics” and “legal history of planning”, greatly enriching the research contents and methods of planning history in China.

The establishment and improvement of disciplines rely on the establishment of methodologies. Only subjects that have appropriate historical research methods guided by specific methodologies can be called history disciplines. Planning history study is no exception. However, against the backdrop of massive construction in China, Chinese planning study is more oriented to direct application values of planning practices rather than planning history research and its associated methodology. Additionally, Chinese historian FU Sinian’s view point – history is the historical materials and data - has exerted great influence on history and planning history study in China. As a result, a lot of planning history studies focus on describing the conceptual characteristics of each development phase of cities or regions by combing through historical data of planning. Nevertheless, it is historians’ perception and interpretation of historical facts instead of historical facts themselves that play a

decisive role in history studies. Therefore, apart from studying historical data and facts, more emphasis should be placed on research perspectives and methods of planning history.

Planning history study has the characteristics of natural sciences, social sciences, and humanities. First, as a secondary discipline of urban and rural planning, an engineering subject in China, planning history carries engineering nature. Thus, research methods of natural science need to be applied in the study. Second, due to that planning studies are usually categorized as social science in the western system, and especially the ISI system, the study of planning history hence greatly depends on the research methods of social science. Third, as a branch discipline of history under humanities, planning history study undoubtedly needs to borrow the research methods of humanities, especially those related to historic study. This paper aims to establish a three-tier planning history methodology that covers generic methods, historic methods and interdisciplinary methods. As regards to the generic methods, it is a methodological platform that all the disciplines based on. Logic method, comparative method, and system methods are examples in this platform. Historic methods are generally methods that the discipline of history and other sub-disciplines under history are used, such as the historical data method and the description method of history. Interdisciplinary methods – based on learning from the methodologies of natural science, social science and humanities – are the core of this paper. Influenced by the natural science, quantitative analysis, methods of measurement and experiments can be applied in the study of planning history. Of them, the method of descriptive statistics is frequently used in Chinese planning history studies. Under the impact of social science, planning history study can both refer to particular research methods of social science such as the Social Network Analysis, and adopt various research perspectives of social sciences. Influenced by humanities, field investigation originating from anthropology, oral historiography method from history study and iconography method from arts study can supplement the planning history research.

A historical perspective on National Spirit and the Shape of Public Space : the experience from the evolution of the Central Park in Chongqing, China (1928-2013)

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Background and sources:

From the the theory of the production of the space which is created by Henri Lefebvre, there is a reconciliation between mental space which is the space of the philosopher and the real space which is the physical and social spheres. Basic on the understanding above the modern public space is not a fixed place but an open and extended system which is continuously constructed by the national spirit, local culture and economic during the dynamic evolution. What is also means, the public spaces are concentrated reflect to the local experiences.

The evolution of China's modern public spaces has a unique process which is closely related to the transformation of the national spirit since modern times. Specifically, the urban park of China did not come out from the functional requirement of modern city but a national landscape in a local context. And the following process of the park also affected by the specific idea of nations. As a physical space which is the representation of local culture and public sphere, the historical perspective on the public park of China can give a general picture of the evolution process of modern China's public spaces since the 20th century.

Objectives :

This research is mainly focused on a typical public spaces of China——Chongqing's Central Park which is the earliest modern municipal park and the most important area during the urban renewal of Chongqing city now. Besides using Chongqing's Central Park as the main case study there will be some more discussion on other modern public spaces of China to give a more comprehensive description. In

this article there are two core concepts which is the physical spaces and the national spirit.

Methodology :

The research on the evolution of spaces should be discussed in the field including country, history, society and culture factors. Using the theoretical model which is created by Henri Lefebvre and Edward W. Soja, this thesis tries to give an analyses on the space from three dimensions including the physical space dimension, social space dimension and spiritual space dimension. Besides the analysis model, this thesis tries to use diversified methods such like looking up history data, interviewing and site investigating to restore the process of the evolution of Chongqing's Central Park.

Main Structures :

The thesis consists of three sections. In the first section the establishment of Chongqing's Central Park in the period of the Republic of China will be discussed. As the first modern municipal park established in Chongqing in 1928, it was not a space that established on the traditional foundation of the national history and the culture. In fact, it was transplanted and imitated from the west following with the first modern park of China being established in the foreign settlement in Shanghai as a medium for showing the advantages of west modern society. On the other side, the Chinese garden also had a strong nationalism consciousness. The War monuments spaces were settled in many park at this time. From the study of typical urban park, it is clear to see the complexity context of Chinese urban park at the initial period and how the special national spirit shapes the urban public spaces of China which is totally different from the western context.

In the second section there will be a deep description on the spatial forms, space practice and spatial control policy of Chongqing's Central Park in the Mao Zedong era (1949-1978) to show the obvious change of public parks following the transformation of national spirit. At this time the understanding of the Chinese urban park also had its own context. Firstly, it was considered to be a dangerous spaces and needs to be tight controlled by the authorities. Secondly, as a physical object which is introduced from the west, the urban park was criticized in the field of ideology

especially in the 1960s. Thirdly, because of the particular country need on agricultural production the urban park was even imagined to be agricultural space which was totally absurd.

In the last section the national spirit was convert to a new state during the post-mao era from 1978. The privatization and commercialization process in Chongqing's Central Park will be analyzed from the visual angle of critical thinking. On the other side a variety of community life had been expressed in the park and the daily life gave more distribution to the park's inner space forms. During this typical Chinese rapid urbanization times there was a new understand on the urban park and the word of 'park' had diverse meanings which were more related to some business development project to show the metaphor of a natural lifestyle.

Contested histories of planning across continents

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Drawing on examples from city regions in Brasil, France and South Africa over the past century and a half, the intervention seeks to explore relationships between planners and publics, politicians and citizens, professionals and others. The central question is that of convergence and divergence in the understandings of the city and of place in the city, on the part of different groupings. Whilst the emphasis is on the present, ways in which understanding of the past shape and have bearing on contemporary discourses and plans, require construction of historical narratives and exploration of interactions over time. Sources for the work include archival and media materials, participant observation in contemporary events which bear burdens of the past, and examination of popular texts both printed and virtual. The conclusion is likely to be that divergence predominates over convergence in diverse professional as opposed to citizen social visions of the city past, present and future: and that such divergence bedevils contemporary urban planning, posing challenges for teaching and learning as well as for practice.

Global cities are not global cities after all: the surprising big secret of global city research, rankings, and action

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The meaning of the concept of global cities has changed considerably from its modern origins to present day. Initially only some cities used to be described as so. Now the “global city” is linked to a range of new qualifications usually related to good meanings: cosmopolitan, diverse, updated, or modern (MARCUSE, 2006; KING, 2006). Currently many cities are described as global (TAYLOR, 2008). It incorporated several new topics inside this conceptualization: migration influence, cultural exchange, and other social factors (SASSEN, 2001; SAMERS 2002; BRENNER AND KEIL, 2014). Despite this fact, few researchers are focused on this transformation, preferring to do broader literature reviews (ACUTO, 2011) or simply ignoring this issue, using new partial broader definitions.

The current importance of this term for urban policy around the world makes necessary a more detailed review of these semantic changes. During my research I observed the influence of a new set of actors in the global city conceptualization: consulting firms. They are linked sometimes to academia but usually are better connected to media, policy makers, and powerful investors. They partially help to explain the widening of the global city concept. Presently they are the largest disseminators of the global city idea. Scholars are not anymore the main font of information.

The number of sources about global cities found on Google are much larger than the ones found about consolidated topics like “urban planning” or “globalization”. People talks about global cities. Media uses the term very often. Almost every city in the world would like to be one (LONGWORTH, 2015). The global city idea is a fundamental ingredient of the discourse of several city leaders in the world. It does help to justify changes in many of our cities. Sao Paulo Municipality has an international

relations office with the attribution to sell the city as a “global city”. Rio de Janeiro is following the same path: big events, large urban interventions, and city branding.

As a result, this paper has two main goals. The first is to build a better understanding of this evolutionary process. In order to do so, the main authors, books, and definitions are categorized in a matrix in order to build a better comprehension of the actors involved. Global city theory is only one of several parts of the global city idea. Theory and practice are getting farther. Images produced by media agents or available on internet, discourses made by politicians associated to city investors, and rankings linked to readings developed by specialized consulting firms are now as important as the initial theory produced by the authors that coined the term.

Second, this paper discusses deeper the role of these new players in the global city arena: consulting firms. The global city rankings present in reports made mainly by these big consulting companies (AT Kearney’s, JPMorgan Chase, and The Economist Magazine associated to Citigroup) in the last decade are added to this equation. These companies’ publications are currently fundamental for studies about global city concept assimilation and application (LEFF AND PETERSEN; 2015). Only in the late 2000’s, this new set of firms took a leading role in the global city discussions. Neil Brenner edited with Roger Keil the classical Global City Reader (BRENNER AND KEIL, 2006): there is no mention about consulting firms producing rankings or influencing global cities concepts. This needs to be addressed.

The misconceptions about global cities date back almost to the same time of its formulation (FRIEDMAN, 1996; SHORT 1998; KING, 2000; SASSEN, 2001). They are often misunderstood but they are also sometimes intentionally misrepresented or misused. This political economy tension has been a large source of debate among scholars (ACUTO AND STEELE, 2013; SASSEN, 2001; YEOH, 1999). Global city concept needs to be understood inside a new historical moment. The title of the paper is a provocation using a similar title of the seminal paper, maybe the first, to harshly criticize the global city theory (SHORT et. al., 1996). This paper fills this historical gap connecting recent research and theory to present practice.

Omar O'Grady and the urban environment transformation of Natal during the 1920's

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The city of Natal, capital of Rio Grande do Norte, faces during the 1920's a massive changing process on its urban form, much of this thanks to the reorganization of its administration structures. These material transformations are based on the change of municipal government. In the year of 1924, the engineer Omar O'Grady, graduated in the Illinois Institute of Technology (USA) is elected as town's new mayor and starts a period of urban improvements not seen yet during the first two decades of the 20th century. The improvement emphasis will take place over the pavement and opening of streets and public squares.

Therefore, our study starts from the following research question – in which way O'Grady's management contributed to the system of streets and roads development from 1924 to 1930, period in which he was ahead the City Hall? This paper, thus, intends to comprehend the administration strategies and the actions undertaken during this period of investment in urban infrastructure. The study is based on historical sources, especially, the official messages from the City Hall and reports from the main newspapers in circulation during the 1920's.

One of the first main contributions of O'Grady's was the reformulation of the administration basis in Natal. In January, 1925, he divides the City Hall in three distinctive departments – Treasure, Public Works and Protocol, through the Resolution number 241. In the same year, he also changes the tax collection responsibility from the State Government to the City Hall, through Decree number 262, raising, this way, the municipality's revenues. The year of 1925 is also when new urban rules are established, aiming the definition of urban aesthetics' new patterns. Among those new rules, the law predicted building heights control in Natal's main streets, as well as the

regularization of real estate taxes in the urban zone. Besides this, the investment in the streets systems is the great mark of his management.

In the subsequent years, O'Grady starts to reform public gardens and to pave many streets, avenues and public squares such as Ulysses Caldas Square in Cidade Alta neighborhood, facilitating, this way, the traffic of automobiles to the new planned zone of Natal, Cidade Nova. The avenues which receive the new pavement first are two of the most important ones – Tavares de Lyra, in the commercial zone of Ribeira and responsible for the connection with the harbor of Natal, and Avenue Rio Branco, Cidade Alta's main street. After this, is built part of the road that connected the Alecrim's fair – the most important of the capital – to Macaíba, a town very important in Rio Grande do Norte's urban network.

Still during 1925, are initiated the works on the opening of a new avenue in the city, which is, perhaps, the most iconic work of O'Grady's, the Atlantic Avenue. This avenue was designed to lay by the ocean, passing by Areia Preta, the most elegant beach of Natal at this time. Its total extension was 800m and the tramways, as soon as it was finished, started to circulate along it. The construction of this new axis allowed the city to grow in a new direction, which was aligned with the increasing circulation of automobiles in Natal – although very restricted to the richer. Many other actions of this order will take place during the rest of the decade what will contribute, significantly, to the changing of the urban environment in Natal.

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The evolution and politics of spatial planning in Kenya

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The theory and practice of planning is highly dependent on the prevailing socio-political and economic conditions of where it is produced and practiced. This paper explores the culture, character and legacy of spatial planning emerging over time during the four political leadership regimes in Kenya since independence until now. It does so by identifying the perception and importance attached to planning by each political regime; the role and functions of planning and; the institutional frameworks and structures of planning during the various regimes.

Planning in Kenya has been widely criticized for the mess in urban areas including haphazard development, socio-spatial segregation, the growth and expansion of informal settlements and complex land systems (Loeckx 2004, K'Akumu and Olima 2007, Huchzermeyer 2011, Ngau 2013). Rarely however do such critics analyse planning outcomes in Kenya under the context of existing socio-political and economic conditions. This paper is an effort to close that gap by demonstrating how multiple factors such as prevailing political leadership and economic systems played out over time to produce the current planning practice and systems in Kenya.

The influence of planning by prevailing political and socio-economic conditions such as government action, economic policies and public opinion may produce varying outcomes over time in the same state or city. Different governments and political regimes have distinct policies and thus utilize planning in different ways with varied consequences to planning theory and practice. For instance, Taylor (1998) demonstrates how immediate post-war government in Britain socialized planning to enhance social welfare while the Thatcher regime 'streamlined' planning to support market-led development. He notes that 'Thatcherism altered the whole culture of planning so that, by the end of the 1980s, planners increasingly saw themselves as partners working 'with' the market and private sector developers. They had little choice

to do otherwise, whatever their political views about the role of town planning, for the political context of town planning had changed' (Taylor 1998):139). These observations underscore the need to analyse planning practice and outcome in the context of the prevailing socio-economic and political conditions at any particular point in time and place.

Hence, this paper analyses the evolution of planning in Kenya during four political regimes highlighting elements of continuity and discontinuity. Information used in the paper is obtained from planning legislation and documents in Kenya, newspaper articles as well as relevant academic articles.

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Planning at a crossroads: *Dutch and Flemish planning cultures transformed*

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The Netherlands is famous as one of the most meticulously planned countries in the world. Its planning history spans more than a century and many authors have commented on the scale and comprehensiveness of its planning system and the seeming ability to get plans realized. These characteristics have not only remained locked up within a professional community, they have expanded and grown into values broadly carried in society, leading Faludi to comment on Dutch culture as one characterised by “rule and order” with “a soft spot for planning”. (Faludi, 2005; Faludi & Van der Valk, 1994) Yet this culture is under scrutiny as 21st century developments such as globalisation and increasing citizen initiative require a more flexible spatial order.

The contrast with the neighbouring country of Belgium is striking. From a century of development aimed at private homeownership, infrastructural development and weak national planning policy, a country has emerged with a remarkably diffuse building pattern, yet with a great diversity of building types and a high standard of individual housing comfort for the middle and upper classes. Due to this pattern Belgium suffers from gridlock and a lack of nature and open space, leading one of its preeminent architects to term it the “ugliest country in the world” half a century ago already. (Braem, 1968 / 2010)

Despite a shared language and common culture The Netherlands and Belgium can be considered extreme cases in their Western-European context. Several sources have spent attention over the years to the origins and effects of these differences. (De Block, de Kool, & De Meulder, 2015; Zonneveld & Evers,

2014) My research aims to provide an in-depth analysis of the considerable transformations these countries have gone through since the turn of the millennium.

Looking at the spatial planning systems of The Netherlands and Belgium at the turn of the millennium one sees the ambition for a radical change of direction which has put planning at a crossroads. In The Netherlands a strong century-old spatial planning system found its latest incarnation in the Fifth National Policy Document on Spatial Planning. Presented with much enthusiasm in 2001, only a year later it fell prey to newly risen populist politics and the turn towards decentralization and deregulation that gradually emerged in the 1990s. The leading narrative, which had been one of basic quality and restrictive zoning, turned into one stressing the distaste of top-down regulation and the need for initiative of governments and citizens at the local level, a trend that continues up until the present.

In Belgium, particularly in the Dutch-speaking region of Flanders, an almost opposite turn can be observed. A weak planning system with much room for individual initiative and various forms of (more and less formal) political influence was to be curbed and given structure by developing a regional spatial structure plan by 1997. The narrative surrounding this change was one best characterized by the phrase: “it can't go on like this”. (Albrechts, 1999) In the space of five years a structure plan for Flanders was produced, accompanied by planning law and the hiring of planning officials at all government levels. At the end of the plan's horizon in 2007 the question remained whether the endeavor could be termed a success. Currently a new plan is in preparation to succeed the 1997 one.

Both episodes imply a change, not only in the institutional fields of policy and law but also of those unconscious elements that can be grouped under the heading of *planning culture* such as planning principles, citizens' acceptance of plans, and fundamental ideas about “the right way” space should be ordered. (Othengrafen, 2010, 2012) In both countries there was a specific aim not only to alter the institutional structure but to cultivate a new attitude towards spatial issues. To understand these transformations an encompassing analysis is required that includes various actors and forces operational both within and beyond the institutions of spatial planning.

This paper will discuss the transformations of the Dutch and Flemish planning culture in a comparative perspective from the turn of the millennium until the present. It will employ the theoretical perspective of *planning cultures* operationalized through the policy arrangement approach. (Arts & Leroy, 2006; Liefferink, 2006) In order to focus the analysis two themes in particular will be discussed. 1) The delineation of urban from non-urban areas which is a key issue in both countries at this time; 2) The policy arrangements intended to ensure spatial quality. Both these themes are essential to Dutch and Flemish planning practice and culture, and both extend beyond their professional groups into values and practices of their societies. This comparison will enable us to understand and look deeper into the way planning cultures and arrangements transform over time in an interplay of state and professional actors that are embedded in the particular cultural frames of their societies.

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The historical re-significance of the regional planning of the *Vale do Paraíba* and *Litoral Norte* of São Paulo state: the institutionalization of the metropolitan region and the action plan from the São Paulo state Macro Metropolis

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Every planning problem is first a problem of history. The historical revisions of the process planning are therefore important to recognize, over the time, the changes of situations and urban-regional issues in a given socio-spatial context, the evolution of theoretical contributions that explain and rules, guidelines and instruments for action and also to evaluate the actions planned effectively implemented.

This re-significance of the meaning of history of urban-regional space will be elaborated in this paper, through the pursuit of elucidation of the relations between the ***Vale do Paraíba*** (Sao Paulo region) transformation and the different times of the urban and regional planning process that concern, marked from 40-50 years of the twentieth century to the present day.

By means of this retrospective foray, it is intended to reach a more detailed understanding of the path that will lead to the institutionalization of the ***Vale do Paraíba*** and Litoral Norte Metropolitan Region (RMVPLN) as a "missing piece" of the territorial mosaic of Sao Paulo Macro Metropolis for validation of the Action Plan of Sao Paulo Macro Metropolis (EMPLASA, 2013) which now considers this complex socio-spatial structure as the main planning unit of the state government.

The Sao Paulo Macro Metropolis is formed by five metropolitan areas (Figure 1): Sao Paulo, Campinas, Santos and recently Paraíba Valley and Litoral Norte and

Sorocaba, besides Urban Agglomeration of Jundiaí, Piracicaba and Bragantina Regional Unit.

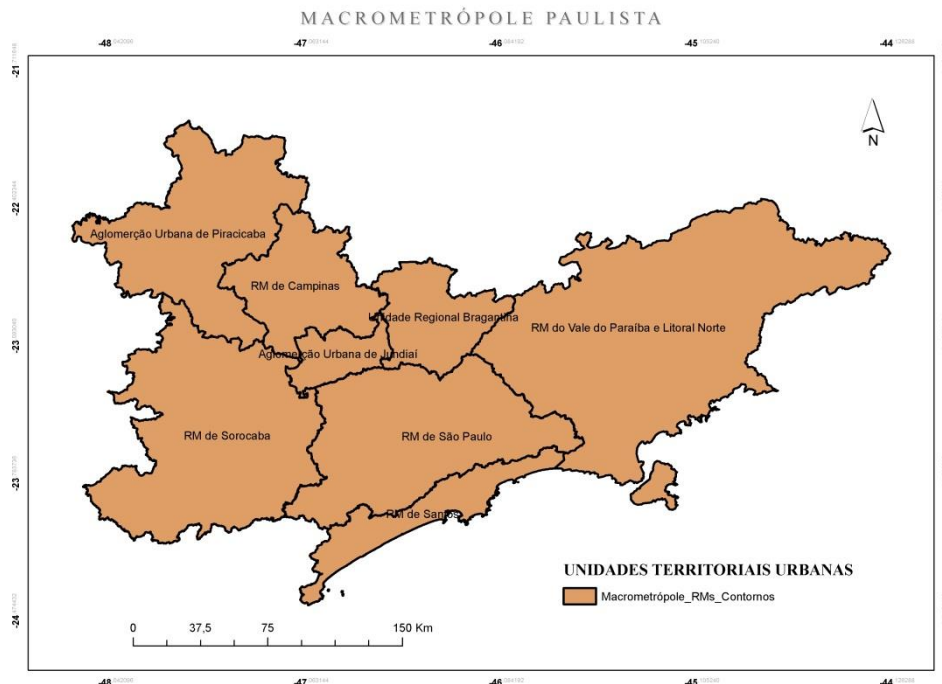


Figure 1. São Paulo Macro Metropolis

Source: The authors (2015)

The choice of the theme so outlined is justified by the need and importance of the construction of new basis and arguments that can support the understanding of metropolitan and urban-regional phenomenon, as well as the active participation of the university and the PLUR-UNIVAP in discussions about development of RMVPLN and its planning, considering above all the regulatory guidelines of the *Estatuto da Metrópole* (Brazil, 2015) in order to elaborate the integrated urban development plan, according to the principles of inter federative governance.

Is the plan of action of the São Paulo Macro Metropolis (PAM) only a re-translation of politic guidelines and of urban and regional planning developed throughout history by Union and São Paulo State?

If the formation of São Paulo Macro Metropolis of São Paulo dates back to the 50's of the 20th century and befits an expansion and restructuring of the metropolitan space of São Paulo capital oriented by irradiation of the industrialization process through the main roads leading to the interior and the coast of São Paulo State (Sales,

1999), kept specificities of the successive historical transformation and characteristics of urban-regional space at different periods, we would not be today, once again, in front of the same political-territorial project creator of privileges and socio spatial inequalities even greater?

Given the instrumentality of the metropolitan process of space to sustain economic and technological globalization, the wicked globalization (Santos, 2000) of our days, by means of the technical and economic integration (Silva Neto, 2002) of the territory and the acceleration of socio territorial transformations to the market, what real perspectives for reversal of the historical process can be expected in the process of planning and management of RMVPLN, given the constitutional or normative premises of wide participation of society and articulation and cooperation among federal entities and with them (Moura, 2006)?

Which clashes and conciliations PAM raise during the elaboration process of Integrated urban development plan of RMVPLN?

One of the assumptions of this article lies in the tendency toward remodeling of the urban-regional space of *Vale do Paraíba* and Litoral Norte, enlightened by general guidelines of the macro metropolitan plan, without consideration about the global-local dialectic, meaning the indispensable economic leadership of Sao Paulo, in the detriment of precisely the construction of a social nation and territorially comprehensive project (Reschilian and Uehara, 2015); and thus a priority focus on selectivity locations and favoritism to large enterprises projects for the region, in the scope of a strategy of sectoral and ad hoc interventions fostered by the “**guerra dos lugares**” (War of places by Santos 1999 meaning the degree of competitiveness between them) and perpetuation of a corporate social spatial organization and fragmented model (SANTOS, 1988), segregationist and unequal.

Now, on the other hand, and paradoxically, it is understood that one cannot assume the absolute supremacy of the single thought (Santos, 2000) inherent in the design of economic globalization, trying at all costs to impose "top-down" and, nor underestimate the local order, that is, the dynamic nature of local social space systems, intelligence and local autoregulation capacity (Bicudo, 2009) processes and social practices intrinsic to the site. In that case, said the hypothesis of the progressive trend

to the rise of new forces micro socialization and expression of citizens, more comparable to the state itself forces.

Required discussions, previously outlined, around this contradiction of the current movement of history will be based on bibliographic and documental theoretical contributions, such as those found in other literature on the history of the social spatial organization and economic of the **Vale do Paraíba** and Litoral Norte region, as well as major plans and diagnostics that came to succeed pioneering regional plan - the economic reconstruction plan of the Valley (1941). Namely: Characterization and assessment of existing knowledge on the *Vale do Paraíba* region and Resulting Diagnostics (CODIVAP, 1971); São Paulo Regional Plan of the Macro Axis (State Government of São Paulo, 1978), in its close link with the National Development Plan II (1975-1976) and Urban and Regional Development Politics in 1976, elaborated by the Economy and Planning Secretariat of São Paulo State (Coelho, 1998); and yet, the Macro zoning the region of the *Vale do Paraíba* and Litoral Norte of São Paulo State - MAVALE (Kurkdjian et al 1991.) and the most current Sao Paulo Macro Metropolis Action Plan (EMPLASA, 2013).

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Indigenous rights and urban development: property and land title in the Tacoma-Seattle hierarchy

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The conventional wisdom surrounding central US cities and their smaller, regional siblings is that the larger city played a winning card somewhere in its colonial or industrial-area history: for instance, a deeper port, a better rail connection, a surfeit of resilient entrepreneurs. Seattle and Tacoma have their own version of this tale. As the story goes, despite a deep natural harbor and early designation as the western transcontinental railroad terminus, Tacoma was usurped in its expected regional primacy by the savvy boosterism and determined mountaineering of Seattle's pioneering early settlers. This paper examines the accuracy of such accounts of the region's persistent urban hierarchy, by introducing and documenting an alternative explanation - based in tribal oppression, property rights, and the role of legal land title in urban development and capital investment. Through close reading of historical sources and land use documentation, including 19th century treaty grants and reservation boundaries, as well as related secondary analysis regarding tribal sovereignty, urban development, and natural resource claims, the historical importance of Seattle's absence of Duwamish land rights, as compared to Tacoma's significant Puyallup reservation, is demonstrated. While early settlers and civic leaders in Tacoma did not diverge from dominant patterns of racism and indigenous oppression, they did occasionally acknowledge the presence and land tenure of Puyallup natives. Careful examination of two policy events - the Boldt Decision (1974) and the Puyallup Land Settlement (1988) – shows that for over a century, the costs and uncertainties of unclear tribal claims cast a long shadow over infrastructure and urban development interests in the Tacoma area. By contrast, Seattle's unwavering refusal to grant lands or place-based recognition to Duwamish natives, even as its White founders profited from indigenous knowledge and labor, enabled the city's

ascendancy within the region as a hub of capital investment and urban growth. Providing this alternative account of the region's history of urban growth helps to foreground the role of tribal oppression and land rights in producing distinctly uneven development across a metropolitan area – a phenomenon that is not unique to the Puget Sound region, and which is too often overlooked in post-colonial, settler societies.

The planning process in the history of Brazil and its effects on the development of education

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It starts from the principle that education is the set of intentional and unintentional processes that form the social individual (SAVIANI, 2008). The Brazilian training reflects processes that have shaped the spatial formation of the territory and thus the problems associated with regional inequalities in Brazil, still persist and reflect an Iberian heritage of slavery root in their social, cultural and economic. The development of education was guided by social and spatial inequalities and involve as barriers to educational solutions proposed. Therefore, it is believed that part of the educational problems of today can be understood through its colonial heritage and slavery, through the evolution of social and economic configuration of Brazil.

In the educational understanding of the perspective with the historical relationship in national training, believed to be important to release this past to overcome the traits that mark the Brazilian formation, with proposed solutions for education with a view to planning and management the territory. Reflection on the ownership and organization of the Brazilian space thus reflects the problems faced by education in terms of socio-spatial inequalities and disparities in education. In this context, in recent decades, international and economic organs bother to determine the rules, for example, for education. Great example is the OECD (Organization for Economic Cooperation and Development) and the consolidated research internationally perform evaluating student performance in core disciplines of knowledge (PISA - Programme for International Student Assessment). According to Theodore & Peck (2011), the OECD since 1980, acts as a transnational way of neoliberal urbanism and indirectly influencing the curriculum and in school practices.

This qualitative research had the main objective to bring the classic debates of the Brazilian social thought, that matches the theme of education through survey and literature review of the works of authors of the historical background, social and economic Brazil. The aim was to understand the educational training in Brazil under the historical point of view of education, from the colonial period to the current nuances. Also, it sought to reflect the character of the Brazilian educational reality through the analysis of structural changes and determinants of formation of Brazilian society. The junctures of the presented analysis was focused on the location of colonial legacies that resulted consequences and / or were the main causes of contemporary problems of education.

It was found that the formation of the city in Brazil took into account economic, social and spatial conditions, which these days, reflect the regional disparities in the country, especially in matches to teaching. According to North et al. (2009) and Elias (1994), education, to be located within the Government responsibilities to make up the core of current social welfare systems need to discussions of issues involving access to education and improving the quality of education levels. As for Prado Jr. (2011), starting from the beginning of the business cycle and its exhaustion, had a strong influence on population dynamics, social life and in the territories. In this perspective, there is no thinking isolated educational context itself (macro) socio-political and economic space during the formation of Brazil. This question proposes to discuss the extent to which education was / is affected by this context, within the political and social transformations and oscillations. From the point of view of the economic structures of Brazil and the inner joints of the country, Furtado (1991) presents questions of how the demands of the weak domestic market and the measures adopted by the State could change the economic structures of society and have created tensions and blockages the endogenous development.

To Faoro (2000), the modern sociability is guided in the reproduction of the elite logic of domination and reflected in a government with particular wills. Thus, the institutional and social matrix of the country will influence the Brazilian development. As for Fernandes (1975), the changes in society could occur through a competitive social order, with access to quality education for all.

The technicalities teaching and reproductivist as opposed to critical education, decentralization or centralization of education, always been in dispute arena of social actors, to the democratization of education and the right to school. However, for Chartier (2005), the imposition of values and social practices by a social group takes playing a dominant culture of dominated cultures. The influence of market society in education also brought the issue of knowledge as exchange value, determining the social position of individuals in capitalist society.

The context of school development institution in Brazil was also linked to urban transformations, primarily in cities. Thus, the strengthening of the schools changed the socialization patterns, reflecting on the relationship between the city and the school (DO SON (2005); ZOTTI, (2004)).

The development of modern society only disguises the problems continued real and effective nowadays. There are many relations of interest and ways to ensure privileges within the social structure, assisting in the segregation of society. The current role of the school has no neutral actions and not disinterested, but that reproduce forms of cultural, social and economic domain. In the neo-liberal and globalized world, the notion of the formation of individuals through a critical and emancipatory education becomes the great challenge. Not least, education suffers the consequences of the effects of a policy and an economy guided by the interests of a minority. The greater the social heterogeneity, the greater the need for a national development policy that prioritizes growth and social well-being of the entire population (FURTADO, 1991).

The question the state's role in the historical formation of the partner country reflects one of the major problems encountered in education, with the creation of social and economic blockade to prevent the dispute with governance.

The educational theme is influenced in relation to their management and planning within a given territory, as the interests behind their guidelines can incorporate the objectives incorporated into globalization (Ball, 2001). Some considerations about the impacts of globalization and neoliberalism on education and the challenges that are posed for educational policy include: the underlying business rationale to educational policies; the vision of education a commodity and source of profit and restricted to a segment of society; improving income distribution, equity both in rights

and duties and opportunities; re-evaluate the role of schools in the production, appropriation and socialization of knowledge; adopt regional strategies in order to bring solutions to problems and common educational goals; improving education focused scientific training, technological, environmental and citizen, among others.

Up shares of the ideas brought by Bresser Pereira & Theuer (2012), when analyzing the Brazilian reality from the standpoint of the new developmentalism. Unlike the neo-liberal state and of the development, this has the basic notion of social inclusion. In this new moment of Brazilian governance, development is understood as welfare and not as economic growth (VEIGA, 2006).

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The (non)planning in the Global South: (re)thinking a critique to urbanism through the theory of dependence

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There are several differences in the patterns of urbanization between the countries of central capitalism and the peripherals ones, in special, the Global South. The differences are due the specific inclusion of each country in the global capitalism. The theory of dependence and post-colonialism developed this idea. One of these ideas that seem particularly special to understand is the theory of overexploitation of work in the periphery of capitalism. This line of thinking believes that international value transfer is the reason for our underdeveloped and peripheral country condition. These losses, or value transfers, have historically been offset by internal exploitation of the workforce in several expedients along the time of work favoring the accumulation of capital, either by reducing capitalists spending with constant capital or allowing reduction in variable capital. In regarding to the latter, I emphasize that there are various expedients that workers are exposed out of the work-capital (whether formal or informal) that end up favoring the accumulation; among many (such as children's informal work) housing self-constructions can be interpreted in this sense. And then is possible to understand the relationship with the urbanization phenomenon in these dependent countries. In the article I intend to discuss the relationship with the "lack" of urban planning of in certain areas of underdeveloped cities like a intentional strategy of both the government and capital, in order to ensure workforce at low cost to the appropriation of capital. From this perspective one can understand the economical factor that determines the existence of such landscape recurring in the peripheral countries: the slums and informal settlements. This form of housing provision reveals capital's need, in underdeveloped countries, to maintain part of population living at low costs as a means to guarantee the low expenditure with workforce, maintaining a network of informal economy. Such a process is named by

the Brazilian geographer Milton Santos as the inferior sector of the urban economy that in fact is essential and complementary to the higher sector. Important to note that the dichotomy between the spatial expressions of class society in the underdeveloped countries as formal city and informal city is, in fact, a relation not of duality. It represents a unity of opposites under the aegis of capital accumulation movement. Thus, we must avoid any interpretation which suggests the possibility of gradually transform informal city into the formal city, as if modernization does not carry with it the necessity to maintain the spatial expression of class segregation. I seek to emphasize in this paper the structural necessity of specific expression of peripheral capitalism in keeping such spatial forms such precarious housing like slums and the self-constructed houses in order to guarantee capital accumulation. With this observation I suggest that does not exist a lack of planning - as if what is lacking in our cities is more territorial planning. Cities are thought exactly in way to reproduce the informal city; are conceived as segregated spaces where part of people should be guaranteed to reproduce themselves as workforce at very low cost. By doing so, I seek, in the article, to question about the implied notion of planning that is recurrent on the political discourse of urbanism. I reinforce the necessity of a critique to urbanism as a way to understand what is called the development of cities and the academic discourse on it. It seems that the theory of urbanism should incorporate the various developments of the theory of dependence in order to understand how the specificities of the movement of capital in Global South is an essential element to take into consideration in urban analysis. The understanding of overexploitation through the theory of dependence allows to identify the material conditions of housing that the Brazilian working class is subject to: urban and structural precariousness of the houses are the expressions of an overexploited labor force, and the expression of urban dispossession as a strategy of capital accumulation in the global periphery.

Rule by bookkeeping: the oiled circuitries of Luanda's New Centralities

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On July 11, 2011 José Eduardo dos Santos, the President of Angola, led the opening celebrations for Cidade do Kilamba. The head of state was in charge of cutting the ribbon and unveiling the inaugural plaque for the largest of Luanda's "new centralities." But it was the then CEO of Sonangol, Manuel Vicente, who first spoke to the TV cameras. The National Oil Company had been officially in charge of managing the construction of the new centralities since September 2010 and its highest-ranking official took it to himself to brake down the numbers. "With today's ceremony we are formalizing the first delivery," he explained. "10 kilometers of roads, 115 buildings with a total of 3,180 apartments and 48 stores." The remainder of phase one would be finalized in the following 15 months and it would amount to a total of 710 apartment buildings and 20,002 houses. By the end of the three construction phases, the initial plans foresaw, 70 to 80 thousand housing units would have been built and about 500 thousand people would be living there — a place that dos Santos then said to match "the modern way of thinking cities."

Africa's new development and satellite cities have been subject to considerable scrutiny amongst urban scholars and students of African cities. Filip De Boeck, for example, has written on *Cultural Anthropology* about "the new Kinshasa" being conjured by urban authorities and the Congolese government for a couple of years now. More recently, Garth Meyers looked into Kenya's current "efforts to reimagine Nairobi as a 'world-class city region' by 2030." In the same issue of *American Behavioral Scientist*, Richard Grant examines the "groundswell of interest" in these new urban projects throughout the entire continent. In an even more recent issue of *City*, David Simon describes Cidade do Kilamba as representing "but one example of a widespread movement to insert generally unsustainable 'international' or 'world

class' elite enclaves into urban landscapes" across Africa. But it was Vanessa Watson who brought the issue up more emphatically thus far. In her piece on *Environment and Urbanization* she describes these emerging new schemes as "African urban fantasies."

Rendering them as mostly damaging endeavors, Watson sees these fantasies as "dreams" of an urban future that are bound to turn into "nightmares" for contemporary urban dwellers. The other analysts do not disagree. In Simon's interpretation, they represent a "partial elite resurgence" of urban planning coupled with its "popular eclipse." Or, to put it in De Boeck's terms, they are articulations of "spectral urbanism" that are predicated on a "politics of erasure."

These are very important observations. They are empirically relevant, they call attention to the disconnectedness of contemporary urban planning, and they raise crucial moral and political questions about the ways in which the future of African cities is currently being imagined. But there is a number of shortcomings in the work that has been done in the analysis of Africa's new development and satellite cities. One that seems particularly important is the general failure to account for how these "fantasy city ideas" are actually becoming realities in many of those African cities. "A key question to ask," Emma Wragg and Regina Lim have recently pointed out in a brief study of how ordinary Lusakans respond to some of the very same fantasies identified by Vanessa Watson, "is how this how these visions have come to be?" The problem with disregarding what forms and informs the creation of such urban visions, their study implies, is that it leaves us unaware of how those fantasy city ideas "are literally 'assembled' through layering of diverse influences." I would add to this that the focus on ideas of speculation and fantasy, as well as the prominent role played by aesthetics in most analyses of Africa's new development and satellite cities, might be leading us to misapprehend their specific histories, practices and toolkits as modes of city making.

In this paper I look at what underpins and constitutes the substance of Luanda's "new centralities." Focusing on the material circuitries that underpin the making of Cidade do Kilamba, I use ethnographic and archival data to trace some of the links between Angola's oil reserves, the state's developmental ambitions and the modes of expertise enacted in devising specific solutions for the future of Angolan cities. Connecting them to the first oil-backed loans given by Chinese banks to the Angolan

government soon after the end of the civil war in 2002, the urban development apparatus that led to the inauguration of Cidade do Kilamba in July 2011 is analyzed here as an intricate ensemble of oil deals, financial transactions and architectural blueprints that connects the undersea of the Angolan coastline with the periphery of Luanda via circuitry threads that extend all the way to Beijing and Hong Kong. These dense threads, I am then led to conclude, are sustained by a calculative regime in which bookkeeping emerges as a fundamental mode of governing and planning.

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Productive face of insurgency in space: planning vs. doing

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The impact of prevailing economic policies on urban planning approaches and inevitably on physical built environment has become more visible especially for the discussion on loss or decrease of public realm, public spaces and public involvement in cities. These impacts are basically the privatization of urban public spaces, lack of solid and consistent framework for the creation, design and maintenance of public spaces and the change in the perception of living together in cities (Sorkin 1992; Newman 1973; Carmona 2010). However, the past ten years witnessed urban movements, new bottom-up organizations that force to form their own spaces in different scales all around the world, triggering the question and critique towards the validity of these mainstream arguments of loss of public space and public life in cities within the planning literature. This study argues that although its method, time-frame, aim and actors differ from the known urban public space planning and design approaches, these space production examples present a crucial discussion in terms of the current and future situation of planning approach and responsibilities of urban planner.

These new ways of space production is defined by the concept of 'insurgency in space' by Hou (2010). The increase in the recent approaches in planning such as tactical urbanism, temporary urbanism, Do-It-Yourself urbanism, guerilla urbanism also underlines the changing conditions that calls for a reevaluation of orthodox planning understanding (Shepard 2013; Chase et al. 2008; Bishop et al. 2012; Oswalt et al. 2013). All and alike underline the demand or realization of the need of creating one's own urban living spaces by claiming and transforming them.

The common point of these approaches is the independency of them from any formal urban plan or legal document. They are usually being realized spontaneously on site without any relation to a central authority. These tendencies include reclamation, transformation of public squares, urban parks, in-between spaces, transition areas, urban-public art activities, urban common spaces not only for protests or oppose but also to enrich urban experience or attract attention to a specific problem in an urban space. These simply point out the power of individuals or small groups in space making rather than an urban planner or a political authority. Thus, they seem to be at the opposite site of urban planning at the first glance. However, to question this simple logic and try to make sense out of these recent tendencies of public space creation are the main aims of this study.

Therefore, there are two main headings appear to analyze the situation. The first one is to search for the meanings of these insurgent spaces in comparison to planned (designed) spaces and the second one is to discuss what they mean for the urban planning theory and role of a planner. Therefore main aim of this study is to discuss the processes and results of the 'new' mode of urban public space production patterns within a theoretical perspective regarding the very ontology of planning itself. What has lost in time, what has emerged and what is there today in terms of urban planning would become the umbrella discussion for this aim. This is supported by a visual and self-experience based inquiry in the city of Ankara in terms of space creation regardless of urban planning and design. This example will be compared to the other cities in the world in terms of its actors, impacts and temporariness. Ankara case will be developed further with the specific cases in which individuals or small groups took over the small scale space production processes. Starting with Gezi Protests in Kızılay Square and what followed it afterwards with th help of neighborhood (100. Yıl Neighborhood Initiative) and art initiatives (Ankara Art Initiative), a spatial reading through photography studies between 2013-2015 will be evaluated to understand the productive face of insurgency in space.

The future of planning theory and role of a planner will be evaluated with the reality of insurgent and spontaneous steps taken in urban areas by individuals and small groups. Since, the common point in all of these space production ways is their

independency of a fixed city plan. What do these emergent spaces mean for a plan? Should they be evaluated as meaningful spaces by urban planners and designers since they seem to make the life within a human settlement? What can planning and planner learn from these insurgencies in urban space? will be the main concluding questions to discuss.

Rationalist, reformist, and strategic planning in master plans of Parana state municipalities

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Who should be considered, what institutions are involved, how planners should organize their actions (i.e. methodological question), which *rationale* guides economy and society, those are some of the questions that shape planning approaches and theories around the world. Furthermore, theorists relate planning development to democracy development (BÄCKLUND, MÄNTYSALO, 2010), or to knowledge (DAVOUDI, 2015), or even to ontology, epistemology, ideology and methodology elements (BRAND, GAFFIKIN, 2007). Frequently, the differences in those criteria are considered or classified as different schools or theories of planning. For example, in effort to classify planning theories, Souza (2004) developed a typology based on eight criteria: driving idea, aesthetics affiliation, scope, degree of interdisciplinarity, permeability in the face of reality, the degree of openness to public participation, the attitude in the face of market and political-philosophical framework. These criteria, as Souza (2004) sees, establish a framework to identify “rival” approaches of planning.

In this article, it is argued that it is necessary to consider, apart from the questions listed before, the “North” (RIBEIRO, 2007) that oriented planning practitioners and theorists, not only in terms of a political point of view (right or left wing), but also in macro ideological conceptions as Keynesianism/developmentalism, social democracy and neoliberalism. These conceptions perceive in different ways the role of state and market, not having a common definition of society and expressing distinct diagnoses of urban problems and their causes. Rightfully so, it is expected that

the visions on planning differ, not only as an epistemological or paradigmatic issue, but assuming a social and political conditioning. The implications go beyond political-philosophical framework proposed by Souza (2004), but at the same time, do not necessarily imply a competition between different approaches, as discussed later.

Facing the prevailing division approached by current planning theories – the rational-comprehensive approach, the incremental approach, the transactive approach, the communicative approach, the advocacy approach, the equity approach, the radical approach, and the humanist or phenomenological approach –, it is presented an alternative classification method. A typology associated to prevailing Brazilian sociopolitical perspectives is proposed. A rationalist planning takes place at the peak of a developmentalist/keynesianist era. Subsumed under the social democratic view, reformist planning emerges. Neoliberalism outlines strategic urban planning.

This classification method is useful to analyze the plan's content and its shape. It considers, however, the coexistence of different planning types in common processes. Even when it is expected to deal with predominant planning conceptions in their respective historical periods, plans that are designed in conflictual contexts express political compositions. These compositions are an outcome of disputes among social actors, producing results with a multi-party nature. It is possible to identify in the same Master Plan the goal to build local advantages to strengthen competitiveness and concerns to social housing policies as income distribution tool.

In this respect, participative plans do not bring a coherent ensemble in their political, economic and social dimensions, since they are products of negotiations, allowances and agreements between a variety of social actors.

Those conclusions were built from the research Evaluation of Master Plans and Urban Policies Instruments in Parana State, Brazil after analyzing the content of 389 Municipalities Master Plans. The research issue was defined as an examination about Master Plans' impacts considering diagnoses, ideological and urbanistic parties, political and administrative options, strategies and urban policy instruments in Parana State municipalities.

Due to the existence of systemized data on state level and the intense propagation of Master Plans in its territory – more than 95% of its cities have a key plan –, the state of Parana was chosen as the profile of research.

The content analysis of 389 Parana's cities Master Plans and its complementary legislations was performed according to major categories – social function of property, economic development, environment, housing, etc. These categories purposes and meanings were identified in the documents. Beyond that, the use of urban policies' instruments (such as Compulsory Installment, Compulsory Building, and Compulsory Use; gradual taxation on urban land and Real Estate Property; Special Zones of Social Interest; instruments of value capture, of land regularization and of democratic management) were studied and linked to the plans' general guidelines.

As a result, it was possible to identify and comprehend the main elements that guide the Municipal Master Plans. Banerjee (1993) proposes Market Planning, Market Planners, and Planned Markets as an opposition to Social Planning, Social Planners, and Planned Societies (DYCKMAN, 1966). In the research, it was sought to identify the following issues: the coexistence and the extent to which the Master Plans are oriented for the market and/or for the society; what is the contribution and the form of intervention of the State; and, finally, what are the goals addressed by planners and by everyone involved in the planning processes that acquire emphasis in the referred Master Plans.

It is expected from this analysis to provide a better understanding of Master Plans that took place post-City Statute (Estatuto da Cidade) in Brazil, and to allow a disruption between normative and standardized definitions that ensue Master Plans by what they should be, instead of making a theoretical and analytical effort to perceive what these plans really are.

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Commoning the Brazilian metropolis: beyond the urban reform impasse?

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Brazilian urban planning is living a current impasse: while the urban reform movement, born in the wake of the redemocratization process, was somehow successful since the 80s in bringing fundamental changes towards a more participative and progressive approach to urban policy – which resulted, among other achievements at different levels, in the passing of the federal City Statute law in 2001 –, the last decades have been witness to a conservative backlash grounded in a complex marriage between patrimonialism, neoliberalism and neodevelopmentalism. What seems to be a paradox – that the more progressive years of the Worker's Party government at the federal level were also the days of a general turn in local governments towards more conservative urban agendas – may be less paradoxical than at first sight, especially if we dare to interrogate why some themes dear to the urban question, such as the tackle of landed property effects over spatial justice, were left aside in favor of pro-growth and market-oriented policies.

What I want to suggest here, inspired by Arantes (2013), is that this current impasse is not only due to the weakening – and increasingly institutionalization, co-optation and lack of autonomy – of the oldest social movements historically involved in the urban reform struggles (although this is not of minor importance), but that its causes may be found at the very heart of the mainstream version of urban reform ideology, for which urban property could be regulated by the State in pro of the so-called “public interest”. In doing so, the movement lost sight of a double movement: the critique of private (and it's double: public) property, and the construction of concrete alternatives to it. Having said so, what I want to explore in this paper is if those

alternatives could be grounded in the idea of the “urban commons”, and on what kind of productive dialogue could be established between both discourses.

In general, the commons refers to material or immaterial resources that are collectively owned, used and managed by a community, through a set of shared practices, rules and knowledge also devised and decided by the community: it is thus an alternative to the state control or market commodification of resources essential to social reproduction (De Angelis, 2007; Linebaugh, 2014; Ostrom, 1990). Commons have sustained human societies for a long time, but the formation – and the ongoing reproduction – of a capitalist mode of production based on private property and market relations was (and still is) achieved through their enclosure through expropriation and commodification (Wall, 2014). But the practice, concept and principle of the commons is getting stronger as a political discourse that supports, helps to articulate and recognizes the power of a plurality of struggles and alternatives to overcome capitalist society (and private property, one of its foundations) through the gestation of new ways of wealth production and life reproduction.

In different cities around the world – and not coincidently in those countries most impacted by the ongoing capitalist crisis, and in the wake of the new cycle of global protests starting with the Arab Spring up to the June 2013 demonstrations in Brazil – the idea of the “urban commons” has been invoked and put into practice by movements, protesters, collectives, researchers, activists, and even policy makers, as a powerful alternative to both statism and neoliberalism. Urban commons are a broad and ever-changing universe of always-situated experiences, such as community gardens, squatting and occupiers, land trusts, digital participatory platforms, collective-owned infrastructures etc. What they have “in common” is the linking between a certain community of engaged urban citizens, the exercise of direct democracy (through participation, customary rights and everyday life) and the enactment of more collective arrangements of property (including landed property).

As Hardt and Negri (2009) and Harvey (2012) put it, the metropolis can be understood as much as a vast commons produced by collective work as a generative space for the production of many common resources and practices. Nonetheless, any attempt to multiply the commons in urban space finds a barrier in the fragmentation of

space (Lefebvre, 2006) promoted by the full hegemony of private ownership of land, this primordial commons turned into a fictional commodity under capitalism (Polanyi, 2012). Even if land is now deeply subsumed to the most advanced circuits of production of space by global capital, by no means it ceases to be one of the foundations for reproduction of collective life: hence the various struggles over city spaces that contest certain configurations of property rights through resistance to enclosure of the commons (Blomley, 2004), and the many claims to turn the land into a commons in which social needs (use-value) would be favored at the expense of purely economic ones (exchange value) (Lefebvre, 2009).

In exploring the divergences between the urban reform movement and the urban commons perspective, I do not want to imply that convergences are not possible: on the contrary, in my view many important principles and ideas of urban reform – such as the recognition of land tenure, the social function of property, the right to housing etc. – constitute a different (and very progressive) formulation of property, closer to the commons than to the commodity-form of private property (as exclusive, alienable and sustaining absolute rights over land), one of the long lasting and structural building blocks of Brazilian society. In such an unequal country where access to landed property has always been denied to the poor, and where the desire to ascend to being a landowner – even through illegality – is one of the only ways to become a citizen, it seems urgent to cultivate alternatives to the rein of private property. Therefore, my provocation aims at another direction: in trying to show how the introduction of the idea of the commons on the political vocabulary – and into the spectrum of planning theory – of the contemporary urban struggles (already in course) could help to rescue the urban reform movement from its current impasse, deepening its achievements and perhaps moving it closer to its original purposes.

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“Right to the City” and insurgent practices: insights from two decades of the Right to the City law in Brazil

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In this paper we focus on the experience of Brazil with the Right to the City movement, whose claims were institutionalized in 2001 through the legal mechanism “Statute of the City”, and on the federal campaign for municipalities to develop democratic master plans. Following more than a decade of struggle since the 1980s, Brazilian citizens have created programs to secure inclusive cities where poor inhabitants can assert and enjoy their right to be in the cities and in their neighborhoods. Using studies of insurgent urban movements and emergent scholarship on insurgent planning, we reflect on the Brazilian experience to highlight the limitations of a rights-based approach to achieving inclusive cities and neighborhoods. We also examine the ways in which legislative protection for disadvantaged urban inhabitants can coexist with, and sometimes reinforce, market-based dispossession of the urban poor. Even when insurgent movements succeed in formalizing citizens’ rights to the city whereby institutions provide programs, laws, regulations, and mechanisms for protecting and asserting citizens’ rights (as the Brazilian legislation has done), such formal recognitions will fall short in securing inclusive planning and will sometimes embolden market practices that exclude the poor from urban development. Our perspective challenges the often commonly used argument that elitist developments persist *despite* the adoption of a progressive rights discourse. We argue that, in some instances, it is precisely a more progressive perspective that has allowed the implementation of exclusionary practices. This claim is pursued by exploring the struggles of informal settlements residents in Bom Jardim, a peripheral neighborhood of Fortaleza.

Bom Jardim offers an insightful case study for examining the contradictory processes of rights-based inclusion and material exclusion. The neighborhood is ideal for grounding our theoretical observations because it has been the subject of both inclusionary planning mechanisms (such as Social Interest Zones ZEIS and participatory budget) and planned investments. Nevertheless, the material living conditions of the residents have not improved, and hence insurgent practices by their active community-based organizations continue to hold the State accountable. Bom Jardim residents have no access to sewers, drainage systems, or open spaces; also, there is no basic urban geographical data such as street addresses for many of the settlements, thus making basic planning activities such as land-use control nearly impossible. Yet the new progressive planning agenda of Fortaleza's master Plan propose public investments that do not prioritize these structural urban problems. Bom Jardim has been subject to piecemeal interventions that has been only able to boost property values thus nurturing social vulnerability of its residents.

The case of Bom Jardim provides evidence that the persistence of exclusionary planning practices occurs precisely because of inclusionary discourses. That is, planners' adoption of the Right-to-the-City discourse has served the elitist interest of the State in three ways: (1) by relying on public-private partnerships to finance urban development in a context of a severely weak municipal State; (2) by adopting a participatory discourse that allows a continuance of clientelistic practices, because residents are not able to relate the meeting of immediate needs to the transformation of their conditions of exploitation; and (3) by concealing exclusion when the State's change in attitude from criminalizing informality to accepting it even while, in the name of upgrading informal settlements, it invests in projects that in fact disproportionately displace the poor and serve the real estate interests.

State planning in Brazil has formally acknowledged the incapacity of modern plans to include the urban disadvantaged groups. However, State-sanctioned spaces of participation have been insufficient to transform an abstract notion of rights into planning policies that are able to channel scarce urban investments to meet the needs of vulnerable groups. In light of these contradictory processes, some of the community-based movements studied have started to withdraw from participatory planning forums

and have engaged in resistance and insurgent practices. They have not always engaged in direct political confrontation—since they depend on State to get their services—but they have adopted a political attitude of selective cooperation with the State. They have used invited participatory spaces and also invented new decision-making arenas (Miraftab, 2006, 2009), suggesting that, in order to achieve counter-hegemonic outcomes, there is a need for structures of pressure outside the formal planning mechanisms. In this context the movement's practices can be understood as carefully undertaken planning activities independent of the actors' formal planning education or status. We conclude our paper by stressing that to keep these rights effective (i.e., not high-jacked for the interests of the elite), we need strong insurgent movements to keep planning mechanisms of the State and private sectors checked.

Interpreting urban planning: hermeneutics, practice and theory

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Hermeneutics was once dismissed by Fainstein (2000, 456) as a 'thicket', by implication an impenetrable jungle of ideas that is worth avoiding. The origins of hermeneutics in textual analysis is, moreover, distant from the concerns of planning and practice.

It is not necessary, however, to go far into the thicket of hermeneutics to recognise that, at the most general level, planning theory is an exercise in interpretation. This paper is about the logic of theory, about the relationship between theory and practice and about the methodology of theory making. Theory is a device to make sense of the world and invariably involves relatively abstract ideas. However, abstract ideas and statements of those ideas can take many different forms. An interpretative, hermeneutic approach provides a means of understanding and organising the subject matter and also a means of breaking down barriers between positivist and non-positivist approaches, whilst also permitting the material 'turn' of recent theorising, as for example expounded by Rydin (2014).

Planning theory may be clarified as 'a store of knowledge' (Healey 1997, 6-7: Pallagst (2012, 37-72)- a collection of items of knowledge whose components are relevant in different circumstances, but that is nevertheless unfinished and whose impact on practice is confined to making practitioners more aware of practice and its consequences. Hermeneutics as the philosophy of interpretation is central to this task. Hermeneutics assumes that a tradition of ideas and theory is necessary from the outset to define a framework and express the values of the writer or analyst, albeit a framework that may be modified as analysis proceeds. Hermeneutics works within a circle of understanding and is a result distinct from both grounded theory and

phenomenology, both of which assume in different ways that theory is an output of analysis.

A conventional distinction is between single and double hermeneutics (Giddens 1984). Single hermeneutics is about the interpretation of raw data such as texts or aspects of social practice or statistical trends or the experience of an observer in a landscape. Single hermeneutics therefore incorporates the interpretation of social facts, on the assumption that these do not speak for themselves. 'Double hermeneutics', the interpretation of interpreting subjects, is the study and interpretation of transcripts, qualitative and quantitative survey responses using a combination of the respondents' views and other evidence. Double hermeneutics therefore enriches the analysis of any phenomenon, relating these to the motives and understandings of individuals and institutional actors and, in doing so, identifying contextual factors of which the actors may not be aware. The principle of double hermeneutics may, moreover, be applied directly to planning and planning theory. Plans and planning involves the creative interpretation of places and their future. Planning theory is understanding the logic of plans and planning through their interpretation and application in practice.

The single/ double distinction does not, however, exhaust the various levels of analysis. Alvesson and Sköldberg (2008) also identify triple and quadruple hermeneutics. Triple hermeneutics is about the workings of power and the hidden processes whose apparent uncovering Ricoeur (2004) calls the hermeneutics of suspicion. Quadruple hermeneutics deals with issues of fragmentation and the challenge of deconstruction. Double, triple and quadruple levels of analysis transform hermeneutics from its original concern with texts and literature to a method of social research. They allow the context as well as the text to be considered.

Exposition, clarification and the use of the hermeneutic method has value implications that, true to the hermeneutic method, require explicit recognition. Acceptance of hermeneutics as a set of broad analytical assumptions involves an acceptance of the merits of debate and discussion. In addition, acceptance of hermeneutics in the context of planning theory involves an acceptance of the value of planning, as opposed to a neoliberal acceptance of the market and competition as

necessarily the best basis for policy. Acceptance of the value of planning is an assumption that has to be recognised at the outset, but also justified as analysis proceeds.

At the same time, hermeneutics as a method of research, and not just of philosophical enquiry, is about planning in context. Both planning and the market appear as historical and social products, so implying a rejection of any assumption of markets as the ‘natural’ order of economic activity, as is the neoliberal assumption. As an extension, treating planning and the market as historical and social products means that these should not be treated merely at the level of ideas as an antagonistic dichotomy. Planning and markets interact with one another.

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The injustice of ideological power: a Lacanian interrogation with a dash of Foucault of its implications for planning in a neoliberal world

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Since the 1970s, critical planning theory, in its various liberal, Marxian, post-structural and related persuasions, has extensively explored the concepts of power and ideology, and particularly, how both have been deployed in the manifestation of social and spatial injustice. Yet, the concept of ideology and how it acts as a mechanism of power to structure social relations has often been often discounted in much of this more recent critical literature (Gunder 2015a). This includes that predicated on Foucault's very insightful conceptualisations of power and discourse, for he 'admonishe[d] us to move on from a concept of ideology, or hegemony, as it still maintains the concept of sovereignty' (Gunder 2010: 304). Foucault's conceptualisations of the nature of power in regard to governmentality, normalisation and inter-subjective relationships continues to provide important insights for understanding contemporary planning contexts; yet, these are often contexts driven by a 'hegemonic discourse' of a neo-liberal ideological vision of self-reliant society predicated by 'self-managing and enterprising individuals' (Davoudi and Madanipour 2013: 557). Indeed, this paper contends that we continue to reside in a globalised society largely predicated and shaped by sovereign transcendent ideas of a world of progressive entrepreneurial betterment. This is a world still largely produced and structured by ideology.

Accordingly, in contrast to Foucault's admonishment, this paper posits a return to ideological critique. However, this is a return that specifically engages with Foucault's conceptualisation of power, but one that also draws on a Lacanian understanding of subject formation and desire to provide causal explanation as to how Foucaultian normalisation and related processes continue in their disciplinary

deployments to help shape the contemporary ‘independent’ neo-liberal subject. The paper does so to facilitate Foucault’s (1994: 133) call for ‘a new politics of truth’ that detaches ‘the power of truth from the forms of hegemony’ – ‘social, economic, and cultural’ – ‘from in which it operates at the current time’. Moreover, this is a new politics of truth predicated on an understanding of the contemporary subject, who is situated in a globalised society of commanded enjoyment, where in theory, ‘nearly everything is possible due to technology’ and the role of the market in constituting consumptively driven gratification in all facets of life (Gunder and Hillier 2009: 108).

In particular, the paper will apply Lacan’s (2006: 690) fundamental speculative question of subjective desire to the Other: “*Chè vuoi*”, “what do you want”, so as to explore how the subject internalises the Other’s discourses of normalisation to shape their societal identifications and resultant agency as a subject conforming to what they think the collective Other desires of them. The paper will investigate this subjection of identification for planners and their performative agency (after Butler 1997, 2010), derived from the subject’s recognition, and also misrecognition, of the norms of ideological conformity.

Further, this paper contends and will demonstrate that the hegemonic power of ideological conformity, especially its role in constituting the norms and ‘common sense of the day’ (after Gramsci 1971), continues to often constitute pernicious injustice for the majority of a polity’s subjects. Under the dominance of neoliberal ideology, this is an injustice that obscures the majority’s actual interests, redirects their agency in the interests of a hegemonic minority, and alienates them ‘from the achievement of their own desires’ (Gunder 2015b: 14). This specifically includes the agency of planners and the resultant built environment that planning facilitates for the ‘planned’ in its policy formulation for the provision of an ideologically defined desirous future (Gunder 2010, 2014).

After the introduction, the paper will contextualise how hegemonic ideology functions from a Lacanian perspective through discourse, desire and fantasy drawing on Žižek’s (1989: 125) crucial insight that ideological critique requires ‘two complementary procedures’. The first procedure is not dissimilar to Foucault’s discourse analysis, in that it is an analysis of an ideological discourse so as to

deconstruct its symptomatic intents and spontaneous meanings. The second procedure, sits considerably at odds to Foucault's position, as it is concerned with how this ideological intent grips the subject at both the conscious and unconscious level, through mechanisms of desire and enjoyment, which generally are embedded in the promise of fantasies yet to be fulfilled. In doing so, as well as drawing on Lacanian scholars, this section will also draw on the work of Butler (1997), Vighi and Felder (2007) and Springer (2012), so as to compare and contrast this Lacanian ideological perspective with that of Foucault's more purely discourse focussed analysis.

The subsequent section will then engage with Lacan's (2006: 690) question of '*Chè vuoi*', prior to exploring what this implies for the materialisation of the agency of the normalised subject. The section will also demonstrate how this understanding enhances and builds on the understandings put forth by Foucault on power. The penultimate section will then draw on exemplars of planning practice in New Zealand to illustrate these mechanisms at work and so foster further discussion, drawing on the methodology deployed in a prior study conducted by this author to illustrate aspects of Foucaultian governmentality in New Zealand planning practice (Gunder and Mouat 2002).

The paper aspires to demonstrate how power acts through ideology and the discourses and fantasies that ideology propagates, to shape both the planner and those that are planned. While doing so this text will explore the central role of desire in subjection and its subordination, prior to speculating in its conclusion, in contrast to Foucault's avowed avoidance of prescriptive action (Smart 1986: 166), if there is an alternative path for agency outside of reinforcing neoliberal planning practice to that of Žižek's radical revolutionary act (Stavrakakis 2011: 310)? That is, are there viable means, short of profound radicalism, to liberate planning from its fundamental alignment with the invisible hand of the neoliberal market and transcend planning's ideological driven projection of today's hegemonic aspirations and desires, with its resultant injustices, into the future materialisation of the built environment?

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Indigenous ‘rights to the city’ and planning: Lessons from a comparative urban study in Bolivia and Ecuador

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Recent research emphasises the need to study cities of the global ‘South’ (Robinson 2002; Roy 2009; Watson 2012) where urban geographies and planning dynamics differ from those in European and North American cities. As shown, for example, in studies on differentiated urban planning in Brazilian and other Latin American cities (Holston 2008; Goldstein 2013), state-led urban planning interventions in cities of the global ‘South’ often represent the cause for urban poverty, ethno-racial discrimination, social exclusion, uneven urban citizenship, and the reproduction of colonial urban spaces in post-colonial societies. In such a context, marginalised urban groups have to rely on their own practices to improve their living conditions and claim their ‘right to the city’ (Harvey 2008; Lefebvre 1991).

This paper offers a theoretical and empirical contextualisation of the notion of the ‘right to the city’ – a notion which is widely used by critical planning scholars, social movement activists and practitioners but often in unclear and conflicting ways particularly in relation to addressing the interests, needs, and rights of specific groups (Attoh 2011). To offer such a contextualisation, the paper introduces findings from recently completed comparative urban research in Bolivia and Ecuador – two countries which recognise specific indigenous ‘rights to the city’ in new political constitutions. To ensure indigenous peoples ‘rights to the city’ the constitutions emphasise that policies in sectors as diverse as housing, spatial planning, or healthcare should follow intercultural principles and address the interests and demands of previously marginalised indigenous peoples. Both constitutions also grant urban indigenous peoples with specific rights – including the right to prior consultation about interventions taking place on their territories, the right to territorial autonomy and indigenous justice (CPE Bolivia 2009, art. 30; CPE Ecuador 2008, art. 57).

Drawing on theories of identity (Castells 1997), social actors (Touraine 2000) and asset accumulation (Moser 2009), the paper critically examines the implementation of indigenous 'rights to the city' in the capital cities La Paz and Quito. By focusing on two case-study cities, the paper showcases findings from actual comparative urban research. Drawing on theories on comparative urbanism, it recognises the challenge of working across a diversity of 'ordinary' cities which are characterised by their own context-specific cultural, economic, political and social characteristics but are nevertheless interconnected (Robinson 2002). To reflect on La Paz's and Quito's unique features as well as on their interrelations it was decided to combine insights from encompassing and variation-findings comparative approaches (Tilly 1984).

The empirical findings provide a detailed, nuanced and grounded understanding of current advances and problems in the translation of indigenous 'rights to the city' in La Paz and Quito: It is argued that there exists an ongoing discrepancy between legal rhetoric on indigeneity and actual urban policy and planning practices undertaken by officials in national and local governments who are often guided by colonial understandings of the city as 'white', modern and western space in which indigenous 'rights to the city' are subordinated to the 'rights to the city' of wealthier groups or to principles of market-driven urban development. However, I also argue that urban planning practice in La Paz and Quito was not monolithic as some actors in the municipalities' cultural and social planning units increasingly introduced planning regulations that sought to decolonise urban space. The practices of national and local government actors are contrasted to urban indigenous people's own understandings of the 'right to the city' which they articulate through demands for the asset of land – an asset associated with access to collective living, working and cultural spaces. The findings reveal that urban indigenous residents rarely relied on insurgent practices taking place outside the realm of the state to implement their 'right to the city'. Instead, they made strategic use of existing opportunities provided by pro-indigenous actors operating within La Paz's and Quito's urban municipalities. In processes of political negotiations they often had to manoeuvre between multiple official and spatialized identity categories. In other words, to claim their indigenous 'right to the city' they had

to act as authentic indigenous subject in one context while behaving like a white urban resident in another situation.

The paper concludes by developing a set of decolonial guidelines and principles which are considered helpful for scholars and practitioners interested in promoting a notion of the 'right to the city' which is responsive to the context-specific aspirations and asset demands of historically marginalised groups such as indigenous peoples.

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Conceptualizing the right to necessity and the right to space production: insurgent versus legal rights in Planning contexts

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The major problem with theories of the right to the city is that they inherently assume that states are the sole provider of rights and that, in liberal–democratic countries, legal rights are conceptually universal and apply to all individuals equally. I challenge these assumptions and maintain that in some situations, when the state and its governing apparatus violate or deny the very basic rights of a social or ethnic collective, the group itself becomes an alternative source of informal rights. I conceive this violation of basic needs as a necessity state of affairs, which constitutes a true and proper source of law and it makes the right to space production and the right to necessity. Thus, the state of necessity is the source of these informal rights and law, and necessity gives them the legitimation they needs. The disadvantaged groups, the community, not the State, give it the legitimation they need. As Agamben suggests in his State of Exception, that necessity has no law and necessity creates it own law. From this perspective, the right to the production of space is a plane of contradictions and struggle over the distribution of resources and rights among people in general, and between the state and its local government and planning and development institutions in particular. Seen in this light, it is clear that the right to the production of space entails not only formal legal rights but also the informal rights, the right to necessity, generated and invoked by disadvantaged groups.

The production of space, then, is born and reborn at the heart of the contradictions between formal and informal rights, and between the state's planning apparatus and spatial agenda on the one hand and the status of disadvantaged groups on the other. The conceptual framework offered here seeks to resolve and overcome these contradictions through its contingent relations between legal rights, which are

produced and distributed by the state, and the rights of necessity generated and invoked by the collective. From this perspective, the right to the production of space offers a normative framework for illuminating the relationship between the production of space, structure, and power relations at the state and city level and their relations with collective groups, as well as a means of struggle for basic rights of recognition and of the reorganization of urban society

Planning theory in China: its development and state of the art

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It is generally agreed that the development of Chinese planning theory study since the establishment of People's Republic of China could be divided into two stages by the year 1978. In this year China launched its economic reform and the opening-up policy, which have dramatically changed the zeitgeist of the whole country. In the first stage, from 1949 to 1978, China was greatly influenced by the Union of Soviet Socialist Republics (USSR) model. The second stage, much more intricate and complicated than the first one in theory research, is from 1978 to the present. We focus on exploring the development trajectory of planning theory research in the second stage despite the "chaos, ambiguity, conflict and complexity" (Cao and Hillier, 2013) of the theory evolution course. Until now, Chinese scholars have developed different opinions on phase division of this stage in accordance with the social, economic, political and cultural context as well as the academic trends (Wang, 1999; Wei, 2005; Zhang, 2009). We generally distinguish three developing phrases in Chinese planning theory which partially overlap with each other in their time span: from the 1980's, since 1997 and since 2000.

In the early times of Chinese planning theory development since 1978, in addition to the planning theories and methods from USSR, those developed in Europe and the US in the postwar period were brought into China as well by translating the excerpts of the original literatures. In the first years, the studies of Chinese planning scholars on planning theory were preliminary explorations and mainly focused on some basic issues such as the nature of urban planning. Terms like "philosophy", "basis" or "foundation" appeared frequently in the titles of the relevant journal articles, indicating that the studies were concerning fundamentality and originality. At that time, urban planning was still considered as a (natural) science. The discussions

concentrated on topics like the scientific nature, soft science, and systematic character of urban planning. Perception and exploration of the roles of planners, a permanent topic in Chinese planning studies, were also one of the important issues in this period.

After 1997, articles explicitly contain the key word “planning theory” began to emerge in the journals. In the studies at that time, researchers mainly employed the western analytical methods and philosophic perspectives. Of all the overseas theories, Faludi’s (1973) division between “theory in planning” and “theory of planning” exerted the greatest influence. Through the publications of Chinese scholars working overseas and Chinese students studying abroad, local scholars in China developed a preliminary understanding towards the mainstream theories in the western countries. However, time lags between the emerging of the original thoughts and their spread in China are quite common. Simultaneously, there are plenty of local studies on ancient Chinese planning ideas. Purpose of these studies were twofold: to explore the possibility of creating new Chinese planning theories based on the ancient Chinese philosophy (such as the thoughts of Confucius and Mencius, the geomantic omen theory, etc.); and to conduct pure conceptual analysis of ancient Chinese planning ideas.

Ever since 2000, Chinese scholars have started to synchronize their studies with the international ones. Through various channels like participating in the international conferences (or even host such conferences) and publishing papers in the peer-reviewed English journals, Chinese scholars have tried to be actively involved in the international academic researches. The most frequently mentioned or cited western planning theories include the rational planning, systematic planning, procedural planning, and communicative planning/collaborative planning and so on. However, many scholars agree that what China requires is some kind of mixed theory instead of a single one. In that case, several theories co-exist and different theories are chosen to guide planning practices under different circumstances. Chinese scholars believe that western theories and thoughts, Chinese ancient philosophy and practices of Chinese socialist market economy are three main sources for Chinese planning theoretic innovation. Meanwhile, they also pay attention to the problems and

shortages in theory studies, for instance, the theory studies' stagnation in the stage where researchers propose hypotheses based on experimental inductions, the low efficiency of knowledge accumulation, and the value crises in the theory development.

Epistemic and relational conflicts in planning

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Using and justifying knowledge claims in planning is becoming more challenging, as the discipline gets more interdisciplinary. Architects, planners, civil engineers, geographers, social scientists and ecologists, among others, naturally have their own field-specific criteria of justification, but they also have different understanding of the relevance of different fields of knowledge. Since there are no self-evident criteria of relevance, the epistemology of planning can be supposed to be largely determined historically and politically as the result of the conflicts and coalitions between the respective disciplines and political regimes. The rational ideal of planning as a process where all necessary knowledge is gathered and used thus seems to miss some essential elements of planning epistemology. This view does not necessarily entail relativism, however, since the field-specific criteria of justification may still be defended as different approaches to a 'common' understanding of the planning contexts and the implications of plans.

On the other hand, planning is also dependent on the tacit dimension of the knowledge of different professionals (Polanyi 2009). Unlike is often assumed in organization science, this original coined coined by Polanyi does not allow externalising or transforming all knowledge into explicit arguments. The personal element is thus necessarily present, which makes it even more challenging to create conditions for dialogue in the planning practice. One of the fields of expertise where this becomes particularly evident is urban design. Practitioners from the non-design fields of planning often emphasize that physical solutions to planning problems are not enough, but that they should be based on scientific evidence. The situation seems to be more complicated, however, since there is no way to translate scientific knowledge into design solutions that, on the other hand, are necessary elements of place making.

In this paper, the psychological dichotomy between epistemic and relational conflicts is used as a conceptual framework to address this problem. According to Darnon, Buchs and Butera (2002), in cooperative learning, confrontations of divergent propositions can be solved either in an epistemic way (by focusing on the task) or in a relational way (focusing on the social comparison of competences). The latter can be shown to be detrimental to learning. Epistemic conflicts can also result in more positive perceived relationships and thus long-term trust. What is interesting in this context is that the former type of conflict is typical of situations where the participants have complementary information that can be shared, whereas relational conflicts arise from identical information.

We may also assume that relational conflicts can occur in situations where the borderlines between different areas of expertise are blurred, or where there is clear overlapping. Instead of 'no man's land' that the participants could explore together, we may end up in border conflicts between different power/knowledge regimes. Empirically, the applicability of this theoretical framework is tested in the context of the Finnish planning profession and its difficulties in expanding its knowledge base as well as developing cooperative learning in the planning process. The historical roots of the profession as well as the political culture that it is embedded in are discussed through a series of highlights and case studies of the state-of-the-art in the context of recent urbanization.

The borderlines between the different professions are then analysed more in-depth through a recent comprehensive plan of the city of Helsinki, Finland. This planning process is useful as a case study, first since in the Finnish context there is no unique planning profession, but planning is done by several traditional professions, such as architecture, landscape architecture, and civil engineering, as well as academic disciplines such as ecology, sociology, and geography. The analytic tools used in the case study are informed by argumentation analysis and critical discourse analysis.

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Tomorrow's cities in the making: an ethnographic approach

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This paper is based on my research project that inquiries into how planning processes aiming at sustainable urban development (SUD) are practiced in the sphere of a city administration. First, I introduce the framing of SUD projects managed by the city administration in Bordeaux which I ethnographically attend to. Second, I discuss why an ethnographic approach contributes to a planning theory exploring ways to address social injustices and governance practices.

In 2010, the French government launched the initiative “EcoCité” to stimulate a sustainable transformation of urban planning. Through this initiative 700 million euro has been distributed across the country to planning projects that fulfill a set of requirements along the lines of sustainable development in economic, environmental and social terms, and that stimulate economic growth and population increase. 19 urban areas, of which Bordeaux in coalition with neighbor municipalities is one, has received financial support and use the label “EcoCité”. The budget ended in 2014 and has during 2015 been followed up by a similar initiative termed “La ville de demain” (the city of tomorrow). The name of the latest investment clearly states what is at stake with sustainable development; the city of tomorrow.

My research is driven by the following question: how are planning practices organised today, in order to achieve the envisioned city of tomorrow? To operationalise the question I attend to the city administration in Bordeaux where visions of the future city can be discerned in policy documents (from the mentioned national level, as well as international agendas and local planning documents), technologies, planners' activities, juridical decisions, architectures, among other things that planning practice involves. Actor network theory, described by Law (1992: 379) as an approach that

“treats social relations, including power and organisations, as network effects”, allows me to consider how these elements of social, technical, political and material kind are brought together in the everyday work in the city administration. I focus on the intermingling of these elements which partake in processes organised to make sustainable development ‘happen’. Rather than suggesting what SUD *is* through considerations of what it is supposed to bring about, I ethnographically inquire into the implementation of SUD by telling empirical stories of how it is practiced today, similar to what Mol (2002) terms ‘praxiography’. This methodological intervention intends to, in Farías’ words (2011: 370), “opening up black-boxed arrangements and ways in which actors, things or processes are made present and made absent”. I understand the making of Bordeaux a sustainable city a black-boxed arrangement not in the sense of it being necessarily a ‘hidden’ process, but one which no formal version tells the whole story about.

So, how does an ethnographic approach contributes to planning theory that seeks ways to rethink approaches on current urban issues? Planning is a practice arguably inherent with ideas invested in how cities are to function and residents to live in the future. However, the narration of urban development as ‘sustainable’ conceals more than it reveals. If interventions that are justified by the goal of bringing about a sustainable future “bring about more than they seek to achieve” (Mol 2002: 175), what other effects do they have? I suggest that an ethnographic approach is useful in order to elucidate consequences that practices abstractly narrated as about sustainability for ‘tomorrow’ may have in the present. Describing ‘how’ these consequences are produced as effects through planning processes contributes with knowledge about the side of the coin opposite to the one where we see urban residents mobilising to protest development projects supposedly carried out for the ‘good cause’ of a sustainable future. Fassin (2013: 676) argues that “ethnography matters” because of its capacity to communicate a sense of “being there” which can popularise knowledge. At best, he writes, popularising means politicising the issue at stake by bringing about empirical knowledge to a broader public. This resonates with what Lefebvre aimed at with ‘the right to the city’, namely the “right of access to participation” in the making of the city (Farías 2011: 371). Following on that, I suggest that knowledge about planning

processes produced through an ethnographic engagement have the potential to address issues of participatory politics and contribute to the endeavour to make cities more equal.

Farías (2011: 366) rightly points out that analyses of cities are “actively involved in the performative production of the city”. Through my ethnographic account I do contribute to the vast body of work about what SUD, and the city, *is*. Doing this, I wish to engage in a discussion about the implications an ethnographic approach might have within planning theory as a tool to improve the processes that make the city of tomorrow.

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Habermas as an agonist? Communicative action and the ideals of agonist planning theory

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Communicative planning theories have been criticized already for years for their adherence to Habermasian ideal of 'rationally motivated consensus', and ideal that does not seem to meet the power-laden and irrational reality of planning, and also an ideal that does not seem to do justice to the irreducible pluralism in contemporary societies (see e.g. Hillier 2002; 2003; Ploger 2004; Purcell 2009). Agonist planning theory, in particular, has followed political theorists such as Chantal Mouffe, who has argued that the idea of consensus does not do justice to the space of 'the political', the space that is characterized by a condition of 'agony'. 'Agony', for Mouffe, does not refer to antagonism - a condition of struggle between enemies - but to a condition of struggle between adversaries (Mouffe 2013: 7). The target of Mouffe's criticism is the liberalist political philosophy in general, but she makes also explicit references to Habermas's ideas of consensus (Mouffe 2013).

Theorists of agonist planning have directed their attention especially to the ways in which planning could be more sensitive to difference and particular identities of people and groups, identities that are neglected in liberal political tradition and often suppressed in modern, neo-liberalizing societies (Purcell 2008; 2009; Hillier 2003). In the search and expression of identities, Habermasian transparent and understanding-oriented uses of language seem to fall short, whereas the 'ruptures' in language seem to open promising potentials for identity-searching and expression of suppressed needs (ibid.). In searching for alternative views on language, then, the theorists of agonist planning have turned to post-modern and psychoanalytic ideas of presented by philosophers such as Derrida and Lacan. Agonist respect for difference and 'strife' (Ploger 2004) is certainly a relevant ideal for planning in the age of pluralism, but

agonist planning theory has so far left it highly unclear what could be the role and position of creative expressivity and ruptures in language in action coordination. Agonist planning theory, after all, cannot escape the fact that when at issue is not only preserving the space for the political, but also moving forward and getting things done via temporary agreements (Hillier 2003: 41; Ploger 2004: 84; see also Mouffe 2013).

This paper revisits Habermas's ideas of communicative rationality and consensus, looking especially at the development of these ideas in *Between Facts and Norms* and *The Inclusion of the Other*, works that were published after *The Theory of Communicative Action* and ones that have not so far been well-known in the field of planning theory. In *Between Facts and Norms* Habermas makes it clear that there are actually very few questions in political discourses that hold out the prospect of consensus, although Habermas surely gives a central position precisely to those questions in the regulation and coordination of our collective action (Habermas 1996; see also Hillier 2003). In addition to the search of consensus over matters of 'the right' and 'the just', Habermas makes room also for 'reasonable disagreements' concerning the ideas of 'good life', as well as for balancing of interests through compromises (ibid.). Furthermore, while it is true that Habermas gives emphasis of abstract systems of rights, like liberalist theorists in general, his complex idea of co-originality of public and private autonomy of people implies, for example, that in the actualization of rights it is essential to recognize particular identities and needs (Habermas 1996; 1998).

In comparing the ideals of agonism and Habermasian theory, this paper also looks at Habermas's writings on aesthetics, especially those writings that deal with the theme of 'deviant' uses of language and aesthetic modes of communication (see e.g. Habermas 1998b; Boucher 2011). It also follows the advice of Hillier (2003) and goes to the psychoanalytical roots of Habermas's thinking, roots that appear especially in Habermas's assessments and re-constructions of the first generation critical theorists' works on aesthetics. Drawing on these works, the paper discusses themes such as need interpretation and formation of personal and collective identities. It focuses especially on the roles that aesthetic-expressive activities play for need-interpretation and identity formation in Habermas's works, and it also explores the reasons that have

made Habermas eventually to deny the position of these activities in communicative action-coordination (cf. Boucher 2011).

The main argument of the paper is that if we do not look so much at *The Theory of Communicative Action*, but Habermas's later works, Habermas's views do not seem to deviate radically from the ideals of agonist planning, ideals concerning the respect of pluralism and difference. Habermas appears to make more room to 'the political' – as well as to difference – than the critics of communicative planning have argued. For this reason, Habermas would still deserve a position among the relevant sources of inspiration for planning theory. However, differences remain between Habermas and agonists when it comes to the respective parties conceptions of the nature of language. The paper maintains that both Habermas's and agonists' ideas concerning expressive and creative uses of language, as well as the position of these kinds of language-uses for action coordination, would need further clarification.

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Materiality of place and politics of placemaking: in conversation with metrocentric urban theories

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This presentation draws on my latest book, *Global Heartland: Displaced Labor, Transnational Lives and Local Placemaking* (Indiana University press, 2016). The book gives an account of diverse, dispossessed, and displaced people brought together in a former sundown town in rural Illinois, called Beardstown, when its meat processing plant recruits workers among African Americans, Mexicans and West Africans. Drawing on ethnographic research conducted in Illinois, Mexico and Togo, my research for the book unfolds how this workforce is produced for the global labor market; how their transnational lives help them to stay in these jobs; and how these displaced workers renegotiate their relationships with each other across the lines of ethnicity, race, language, and nationality as they make a new home in Illinois. By focusing on the type of locality that is at the heart of capitalism and yet has been largely overlooked in urban scholarship on globalization, the study offers a fresh perspective on materiality and politics of place and placemaking.

In the opening chapter of the book, I ask, if we look outside the spotlight of the global cities, away from the gaze of large metropolitan areas and the large-scale political activism that formal immigrant coalitions shape, what would we see in terms of the urban dynamics of migration? What would we see if we focus on the dark shaded areas, the blind spots created by the intense conceptual light that dominant urban scholarship of globalization shines on its usual subjects? Would we see similar spatial dynamics in splintered and polarized places? We know that today, no space escapes capitalism. Places like Beardstown cannot be conceptualized as rural towns in some traditional sense that assumes that the “rural” exists outside capitalist relationships. Rural places have always been places of flows, of in- and out-migration, of displacement (of Native Americans, for example), and of in-placement. But if all spaces

are urban in the sense that they are an integral part of capitalism as Beardstown is, then in this age of global capitalism and in the “global village” where we live, does place make a difference in dynamics of the globally mobile labor at the local level?

In this presentation, as I do in the book, I make a case for importance of materiality of a place and its politics. Materiality is to mean “the physical world that surrounds us: nature, human-made objects, our bodies, and even more broadly, the way space is organized around us, and the concrete practices and technologies we employ in our everyday life” (Gille 2013, 157). Size is only one aspect of the material characteristics of a local place. Size alone does not determine the unfolding social dynamics.

Emergent urban scholarship, which rightly critiqued the physical determinism that dominated urban scholarship in the early twentieth century, seems to have swung the analytic pendulum to the opposite end in the early twenty-first century. In stressing the social construction of space and the formation of cities in relation to the broader structures of capitalism, that emergent urban scholarship has paid little attention to the materiality of its subject matter and hence what I call assuming a “post-material” position in urban scholarship. It is precisely by seeing through such a post-material analytic optic that the emergent urban scholarship ends up with its metrocentric theorization—a metrocentrism that silences a range of places and place-based politics, as in the case I discuss in *Global Heartland*.

A brief detour will help to explain my position in critique of post-material and metrocentric theorization. This century, which by some is declared as century of the city and the Urban Age, has already seen energized debates among scholars who seek to theorize the urban anew and offer new ways of understanding and analyzing the urban—analytically, methodologically, and ontologically. One strong camp, at the center of which are Euro-American scholars, has engaged with the hypothesis Henry Lefebvre put forward forty years ago and coined the term “planetary urbanization.” Advocating for an integrated theorization of urbanization and capitalism, they stress that just as no corner of the planet escapes relations of capitalism, so no space escapes being urban. They call for an analytic shift from city, which is often understood as bounded territory or physical object, to a planetary urban society.

This theorization of capitalism and production of space, in challenging the binaries of city/non-city, urban/ rural, town/country, and society/nature, makes a significant ontological contribution to the study of places like Beardstown— places that in a binary construction are described as rural, as in outside the intense relations of industrial and global capitalism. While the notion of planetary urbanization helps to overcome this shortcoming, it fails to account for specifics of place and the difference the particular materiality of place makes in the kinds of politics and global-local relationships it fosters. In absence of such, the analytical framework for understanding processes of globalization, migration, and local development defaults to a perspective of urban scholarship predominantly shaped through experience of metropolitan areas and global cities—a metrocentric perspective.

As I advocate in this book, we need a relational theorization of place and placemaking to advance urban scholarship beyond generalizations of a planetary scale, which overlook the microworlds of people and the provisional politics they engage in a range of places. In this book, while I stress and embrace the relational openness of the place, I also make a case for paying attention to the materiality of place, and the difference the solidity of place makes. In other words, we must pay attention not only to how difference is produced but also to how difference is produced differently in different places—places differentiated by not only their social but also their material characteristics.

Activisms and the city

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The postulate that the city, its space, production and planning are neutral and objective has been contested by several authors. They highlight the political and ideological aspects of the city, and its use as reinforcement to certain dominances. This critical perspective focuses both in the city's role as a maintainer of the capitalist mode of production and class relations, and as a maintainer of other oppressions – such as gender, ethnic and religion – which also are strengthened in the city and by the city.

This article has as its main subject the propositions led by citizens which are alternatives for the hegemonic urban planning and management. With the city of Belo Horizonte as the main context, the goal is to investigate the impact of social movements, activisms, committees, collectives etc. who aim freedom, justice and equality for the cities they live in. These groups will be named as “urban activism *stricto sensu*”¹(free translation), as well as did Marcelo Lopes de Souza in 2006. For them, the struggles are not only for accessing urban resources, but also for putting in practice the “right to the city” in its broad sense: The right to participate and reclaim the decisions and transformations of the city.

Amongst all the urban activisms in Belo Horizonte, the ones addressed by this article are focused in space as a battle tool and also as the subject of material and symbolic disputes. That is because, as emphasized by Lefebvre (2006), since space is dialectically a product and a producer of social relations, it has an important role in social reproduction (Lefebvre, 2006). If space is central, isn't its subversive use possible? Lefebvre himself states in *The Production of Space* that a social transformation is only complete when it reaches spatial and temporal changes

¹ The original term “ativismos urbanos *stricto sensu*” was used by the author in his book *A prisão e a ágora: reflexões em torno da democratização do planejamento e da gestão das cidades*, 2006, p.280.

(Lefebvre, 2006). That means space and time produced by it do not reflect or reinforce those already fought dominances. Hence, space as a means of production, control and domination, carries the transformation potential which makes its use essential by those who aim alternative proposals of cities (Lefebvre, 2006).

Twenty four groups with different approaches and tactics were chosen, such as urban gardens, movements for the improvement of public transportation, squatters, and environmental movements. In order to understand the effects of these activisms on the hegemonic city it is hypothetically assumed that the only way is to analyze their actions all together. It is not presumed, indeed, that these groups share the same precepts, goals or means of action. However, each of them fights against different forms of dominance that are aspects from the same hegemonic city. The purpose is, therefore, to understand in which way those actions are complementary or not.

The connections between these activisms are aspects that enhance this complementarity. Castells (2013) highlights these networks as fundamental features of the new forms of collective actions. They become important due to the social fragmentation which is a result of the emergency of new struggles and their cultural emphasis. The networks` role is to protect the social movements from their opponents, since they amplify the number of actors reached by the information about struggles and bring greater visibility and stronger public impact in key moments of mobilization.

However, more than understanding the relations established between those groups, it is interesting to comprehend whether their means of action and accomplishments can complement each other or end up creating obstacles to other existing activisms.

Through the analysis of different groups` actions related to public transportation issues in Belo Horizonte it is possible, for instance, to notice these sorts of influence. Part of the groups have been engaged to institutional acting, occupying Councils and channels of participation, gathering signatures for a popular initiative Bill² which proposes free public transportation services. Others have been performing a more direct struggle by means of protesting and occupying public spaces. Regardless of

² The Brazilian Constitution allows citizens to present a Bill since they gather 5% of the municipality`s electorate signatures.

their different means of action, these activisms have been complementary, leading, for example, to the suspension of the bus fare increase.

Otherwise, that does not occur in social housing movements` context in Belo Horizonte. These groups are clearly polarized between those who are involved with institutional acting and those who occupy vacant properties, as squatters. The ones who act from an institutional approach do not always agree with squatting as a legitimate fight, sometimes supporting truculent actions from the State against these others groups.

In order to clarify the diversity of interferences in the context of urban activisms in Belo Horizonte, several interviews with members of the addressed groups were conducted, as a central source of information. Other important sources will be the groups` own inventories and information material produced by themselves, their web pages, as well as academic productions about the theme.

The main concern behind this research is therefore to answer the following question: to what extend the means of activisms have been able to counteract the hegemonic urban planning and management and reverse – or at least turn difficult – its use as a tool of reproduction of dominances? Seeking, with this approach, to contribute with the current discussion on the subject, which is still very incipient, about the city produced beyond and despite the State`s actuation, and yet to contribute to the self-evaluation of the urban activisms, given that it could reveals points of convergence and divergence between different struggles in the city.

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Structural origins of subversion in capitalist societies: some reflections about planning

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This paper proposes to carry out a rereading of two of our contributions regarding public planning theme (urban and regional in principle) that have been produced at two different times within the trajectory of our reflection in more than 20 years. There are two moments marked by two different positions on ways of planning that apparently - and only in appearance - are opposites: the first, in the mid-1990s, we held discussions and defence of a planning called "communicative" by its creators (RANDOLPH 1995); now, in the second, in more recent times, we are defending the need to rethink the planning and begin to propose another form what we call "subversive" (2007 RANDOLPH, 2014).

By observing these two "ends" of the trajectory it seems that there was, in this period, such a deep inflection of our reflection we should have made obsolete that debate of 1995. But, somewhat paradoxically, this is not the case as will be noticed from our efforts to recover the older approach.

It will be posed that communication and subversion are on the one hand, opposing ways of doing economic and social practices; but on the other, and in certain historical circumstances - in contemporary capitalist societies - the subversion appears to be the only way to "defend" the communication against "attacks" that aim to weaken it; and it is this defence of communication that provides subversion its own strength. In this sense, it seems possible to speak of a "subversive potential" of communication that would explain better the meaning of a "subversive planning" if something like this would exist in contemporary capitalist societies.

In other words, the assumption of this essay is that to facilitate the understanding of a new "way" of planning, which could perhaps be called "subversive", it seems to be useful to return to the discussion of communicative planning. But to

achieve an understanding of this "subversive force" of this new planning, it would be necessary to overcome the communicative approach in a dialectical sense, i.e. not denying it.

Within this position, it is clear that in this study there is no need to delve into all those different approaches, forms, modes or models of planning that can be found in the literature as the rational-comprehensive, incremental, the advocacional, participatory and others (see here the systematization carried out in the 1970s by FRIEDMANN, HUDSON, 1974, pp. 4s) whose various conceptions and practices were never questioned radically. More recently, in the 1980s and 90s other arrangements deserve mention like the communicative or collaborative ones to which we will return later on, and, last but not least, the strategic planning that turns hegemonic right after the mid-90s of last century.

In a later in-depth discussion we shall regard one form of planning that emerged at the turn of the century and is still being discussed today. It is the "insurgent planning" (see HOLSTON 1995, FRIEDMANN 2002, MIRAFTAB 2009 and others) which, even by its name, may have some resemblance to our proposal called "subversive". After all, what's the difference between "insurgency" and "subversion" (see for this RANDOLPH 2014, pp. 45 ff).

As reported by Miraftab, for John Friedmann the insurgent planning is concerned to marginalized and oppressed groups and offers a critical analysis and understanding of the structural forces that marginalize and oppress populations (MIRAFTAB 2009, p.46). It has as its origin a perspective looking at radical planning from the anti-colonial struggle of the South and can be characterized by three properties:

(i) Insurgent planning is transgressive in time, place, and action: It transgresses false dichotomies, by public actions spanning formal/informal arenas of politics and invited/invented spaces of citizenship practice. It transgresses national boundaries by building transnational solidarities of marginalized people ... (ii) Insurgent planning is counter-hegemonic: It destabilizes normalized relations of dominance and insists on citizens' right to dissent, to rebel and to determine their own terms of engagement and participation. Insurgent planning seizes advantage from the contradictory nature of

neoliberal capitalism ... (iii) Insurgent planning is imaginative: It recovers idealism for a just society – the imagination that the neoliberal illusion of TINA, There Is No Alternative, has suppressed. Insurgent planning recognizes the symbolic value of insurgent citizenship activities that offer hope from which to work towards alternatives (MIRAFATAB 2009, p. 46).

In the course of this work we will find that some elements of "subversive planning" seems to be apparently similar to the insurgent characteristics outlined here. But there is a big difference - and, in a sense, divergence - between the perspectives that support these two approaches. To show this, is the aim of this essay.

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The urban land question. Dis/possessive collectivism: property & personhood at city's end

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Well after the Great Recession has supposedly ended, foreclosures and bank-led evictions continue in American cities. In this paper, I examine the work of one poor people's movement, the Chicago Anti-Eviction Campaign, which resists evictions, occupies foreclosed homes, negotiates loan modifications with banks, and seeks to create new policy frameworks for housing rights. Organized around a simple but elegant motto, "Homeless People in Peopleless Homes," the movement is an unusual combination of militant activism and a human rights framework. Inspired by housing struggles in different parts of the world, especially Brazil and South Africa, it serves as a node in a globally interconnected geography of urban protest. At the same time, the movement works with an explicit understanding of segregation, situating ongoing evictions not just as a symptom of neoliberalization but instead of long histories of racial banishment in the U.S. context.

The study of the Chicago Anti-Eviction Campaign raises issues that I believe are of pressing importance in planning theory as well as in struggles for spatial justice. I am interested in how poor people's movements fighting displacement and dispossession assert a logic of ownership and possession over land. In other words, how do they simultaneously contest and consolidate the category of property? I call such claims to property the politics of emplacement, a politics of defending territory and home. The dilemmas at stake in such claims have been very useful highlighted by Libby Porter in her work on "possessory politics." But Porter also asks if it is possible to craft "a different language of property," a point to which I will return in the conclusion of this abstract.

I seek to understand these processes in territories that I designate as “city’s end.” In her important, recent book, Tania Murray Li, *Land’s End: Capitalist Relations on an Indigenous Frontier* examines how indigenous highlanders in Sulawesi, Indonesia, privatized their common land to plant boom crops and how in doing so they set into motion processes of prosperity and impoverishment. She means land’s end in a dual sense: as the end of land as a commonly held resource as well as a dead end where the promise of development was scarcely fulfilled through the private ownership and use of land. Most interestingly she locates her analysis in a context where the enclosure of land did not take place through land grabs or evictions or a large development project. I propose the concept “city’s end” as a direct reference to Li’s analysis to indicate urban territories that are *not* being shaped by spectacular processes of primitive accumulation. The South Side neighborhoods of Chicago where evictions are afoot cannot be easily understood as the inexorable march of global finance and its neoliberal tendencies. Instead, the financial gains to be made from evictions are petty. Put another way, the foreclosed homes in these neighborhoods are not in the crosshair of new plans and projects for urban growth and expansion that might require a “blank slate” strategy of emptying out homes. These territories also marks city’s end in a second sense of the term: that the struggles against evictions and foreclosures at this location may very well seek “resolution,” for example the repurchase of property. It is this that I am calling a politics of emplacement.

I argue that the case of the Chicago Anti-Eviction Campaign, and the issues it raises, contributes to planning theory in three ways. First, it focuses analytical attention on property and thus on relations of ownership, and the exclusions thus wrought. Second, it foregrounds poor people’s movements and their role in producing new meanings and practices of space and place. Third, and most important for the purposes of this session, it provokes a discussion of liberalism and its legacies. The category of property requires attention not only to neoliberalization but also to the ontological and epistemological project that is liberalism and its understandings of personhood. City’s end understood as racial banishment reveals the limits of liberalism. For example, what does the category of property mean as the basis of human freedom when certain human bodies were owned as property? Keeping in

mind this foundational racial banishment, I propose the analytical concept of “dis/possessive collectivism” as a way of understanding collective claims to property by social movements that are rooted in histories of racial struggle.

Planning by intentional communities: an understudied form of activist planning

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The purpose of the paper is to present a neglected form of activist planning, and to argue that the planning efforts of intentional community activists are of interest in light of the many cities worldwide which claim to promote diversity, often in attempts to attract 'the creative class'. In many countries, neo-liberalism has presently a strong position in local and national politics, in the organizing of the public sector, and in the design of urban planning-related policies. There is a need for alternative ideologies and for facilitating ways of living on the periphery of mainstream market society and consumption culture. Making room for dissenting voices in urban planning is but a small step in the right direction. Nevertheless, the contribution of this paper is to expand the common notion of activist planning, and to start exploring what happens when the plans of activist communities meet the authorities of mainstream society.

Activist planners can be professional or lay, and they can work inside or outside government. When based in civil society, they are most often affiliated with protest groups, urban social movements, neighbourhood associations, or NGOs. Activist planners can also be members of intentional communities, however. These are communities of activists who have chosen to live together in order to achieve a common purpose. Cooperation enables the activists to uphold a lifestyle reflecting their ideas of the good society, and underlining their difference from the mainstream. The activism of intentional communities is related to politics, religion, counter-culture, ecology, peace work, or experimental family relations. Some of the communities have an urban or rural area to their disposal and have to plan for its use, typically requiring a relationship and even some cooperation with the local government.

The planning efforts of the several hundred intentional communities throughout the world have scarcely been studied. Yet, many cities aim for diversity, which may

encompass the facilitation of blocks or neighbourhoods offering different ways to live, love, work, and socialize. How do the activist society and the municipality interact in planning matters? What is the typical municipal response to the plans of intentional communities? Are their plans clearly marked by the activists' ideals and ideology, or do the plans usually show pragmatic adjustment to municipal demands?

In addition to the wishes of neighbours and the regulations of the municipality, internal matters make an imprint on the plans of intentional communities. Activist ideals often generate dilemmas when applied to the day-to-day running of a community. The following is just a few examples: (1) Too fast goal achievement can be counterproductive, as there must be time to develop new goals that are useful for continued activist mobilization. (2) Too much solidarity with socially deprived groups when recruiting members to the community can undermine activism. (3) Once external enemies are defeated, internal disagreement may come to light, and the activism may drop off. (4) The desire for personal freedom can conflict with the common efforts required for activism and social experiments. The ideology and practice of the intentional community Svartlamon in Trondheim, Norway, contain a number of dilemmas. This political-cultural activist community of around 200 people and 30 buildings is studied in the paper. It is examined how internal conflicts and contradictions affect the planning of the area (32 000 m²) that is to the activists' disposal.

A few facts about the case area follow. The first squatters from a local anarchist-type youth milieu occupied deserted houses in Svartlamon in 1988. Most of the squatters gradually obtained legal contracts. Nevertheless, Svartlamon residents and municipal authorities were in continuing conflict for almost a decade. Even though some decisions that were threatening to the activists were made, and some housing contracts were eliminated, the residents struggling to preserve the area for housing instead of regulating it for industry, prevailed. In 1998, the Trondheim City Council voted to keep Svartlamon as a housing area. The industrial interests had to move out and were given compensation and business property elsewhere. In accordance with the development plan of 2001, Svartlamon became a pilot project for sustainable social housing, direct democracy and ecological city planning. The idea was to experiment

with combinations of low rents, residents' own efforts, rehabilitation by using recycled materials, and construction of some untraditional houses with a simple standard.

Methodology: The paper consists of two parts. The first provides general information about intentional communities with a population size, an area, and a purpose that make them of interest to urban planning. For example, rural farms, cloisters, and single-building collectives are left out. The information comes from directories of intentional communities, the web-pages of such communities, and the academic literature on the relevant communities. Most intentional communities are too small to require land use planning, and these are ignored here. The second part of the paper is a case study of Svartlamon. Several plans are written by the activists, partly in cooperation with municipal planners. The primary source is the detailed development plan for the area from 2001. Four master theses deal with the intentional community Svartlamon. Two of them are based on interviews with residents, supplemented with a few interviews of municipal employees. Results from the students' interviews are used in the paper. In addition, I interview key municipal planners and key personnel in the Svartlamon Residents Association. In 2009, the Association conducted a residents survey eliciting the activists' opinions on a long list of issues important to the intentional community. The survey was carried out with assistance from sociology students and is an important source of information.

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Wellbeing and urban planning

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Problem Statement:

In the globalized world neo-liberal urbanisation is widely implored and cities are exploring harmonizing ways to enhance the wellbeing of their citizens. Various think tanks and civil societies have been long advocating for a shift in the economic framework from growth to wellbeing (Donella H Meadows, 1973). In the view of economic crisis, the shift to wellbeing from growth looks very likely (Padoan, 2013). Health and Wellbeing is one of the 17 Sustainable Development Goals declared by the UN. With this perspective, this paper aims at understanding what does wellbeing mean in the context of urban planning, historically and in the 21st century.

John Snow's mapping of London in 1854 is one the landmark moments of modern urban planning which was followed by the works of Patrick Geddes (Schwab, 1992) (Hall, 2014). Both these works focused on improving the overall quality of life in human settlements. This momentum was later changed into the modernist planning of Le Corbusier (and others) that drove the urbanization around the western world for much of the first half of 20th Century (Harvey, 1990). The classic ideological tug of war surrounding the urban planning of New York between Jane Jacobs and Robert Moses marks the landmark moment of the arrival of postmodernist planning, which was further advanced by David Harvey (Harvey, 1990). These landmark moments can be seen as

the consecutive paradigm shifts in the understanding wellbeing in urbanization. With the advancement of technology and arrival of new challenges of sustainability and climate change, the wellbeing debate in urbanization is witnessing another significant turn through the work of pioneers like Manuel Castalles (Castalles, 1997). The notion of wellbeing has been shifting all this while and the debate on defining it in the 21st century amid all these changes and challenges is still raging. The first year of my Doctoral research focused on studying these theories and synthesizing them from the perspective of wellbeing and adding to this ongoing debate.

This research is theoretical in spirit with the underlying objective of adding to the applied side of urban planning as a discipline through multidisciplinary research. Life in cities is a very complex and dynamic process, and numerous fields of study/research go into it to make our collective life experience better. Urban planning as a discipline (like many others) is in the progress of understanding this vast network and finding how various (apparently disjoint) disciplines can come together to collaborate toward the same objective, i.e. to make life worth living. Therefore this research ventures into the related aspects from other disciplines such as sociology, philosophy, anthropology, economics and psychology, and aims at combining these from the perspective of urban planning.

Objective:

1. How the notion of wellbeing has been covered historically by different planning theories.
2. To understand what does the notion of wellbeing stand for urban planning in the 21st century, in terms of policies and practices.

Methodology:

The first part of paper deals with the understanding of wellbeing from a very trans-disciplinary perspective including the philosophical, psychological, health, financial and sociological constructs of wellbeing.

The second part of paper analyzes the focus major planning theories post industrial revolution from the perspective of wellbeing. This leads to the third part of the paper that deals extensively with the modernist and post-modernist planning theories.

Main Results:

Based on these three parts and the ongoing discussion the academia and planning world, the fourth part tries to underline what wellbeing for cities in 21st centuries may mean and finally paper ends with the policy and practice manifestation of this research which hopefully would contribute positively toward the enhancement of wellbeing in cities (with European cities in focus).

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Planning the unforeseen: evolving through a rhizomatic process. Evidences from Brazilian planning experience

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This paper develops a cartography of planning by focusing on the contemporary experience of planning in Brazil. It understands planning as a multiple, relational and mixed social process for dealing with the contingencies of a dynamic and complex world. In this view, planning is not limited to the institutionalized activity of formal planners, but it also includes the action of informal networks of agents seeking to promote their own social life. Based on the philosophy of Deleuze and Guattari (1995, 2010), this paper understands planning as a 'rhizomatic' network of connections that evolves in several directions through the action of different actors, working along (lines of flight) in order to deconstruct (to deterritorialize) old social codes and re-territorialize them as a more democratic, inclusive and just society. This (rhizomatic) kind of planning proceeds through a haphazard process of growth with no hierarchical structure, no central command or control. The paper suggests that in the Brazilian case, emerging experiments with planning as a creative, interactive and fluid process may prove essential for keeping both, the process of social transformation and the ways by which planning is actualized and turned into a democratic, participative and collaborative assemblage. The paper takes as empirical case several formal and informal planning experiences carried out by many agents, acting either inside or outside institutional boundaries.

In an increasingly complex and conflicting world, government (planning included) institutions are often under constant pressure to adjust their decisions and procedures to the new social imperatives. This paper's objective is to identify the main elements interwoven in this process of adjustment and institutional transformation. In order to discuss that, the paper takes the propositions advanced by Deleuze and Guattari (1995), which advocates for a permanently changing and contingent world.

They propose a number of interrelated concepts intended to reveal the pervasiveness of the difference/heterogeneity in relation to the idea of unity and homogeneity. For them the world is but a succession of moving scenarios composed by an ever-increasing diversity of entities. In this ontology, concepts should do something very specific, and the aim of theorizing is not to explain what something is, but what it does. Essentially, it should inform how they might affect what other things (actants) do. With reference to planning, the aim is to understand what a concept does for, and how it affects planning practice.

Along these lines, planning becomes a task for dealing with a fluid and contingent plane and the emphasis is the process by which the change is created and evolves. “There is always the potential for unforeseen lines of flight to emerge” (Hillier, 2013). This means that planning as a social process, should not be led by models, ideal visions or prescriptions, but by a process of experimentation, which requires investigating problems, exploring relations between elements “and being open to what might happen if; what differences might emerge” (Hillier, 2013).

According to Hillier (2006), planning should approach the world from the ontology of *becoming*, rather than from that of *being*. While in the latter, the world is made up of objects with transcendental and stable principles, the former approaches the world from the ontology of becoming. That ontology contends that real objects are in a perpetual process of becoming something else and that the real world is a continual unfolding of events that do not necessarily move toward a specific end or final destiny. Planning working with ‘the world of becoming’ does not search for stability, certainty or fixed patterns, but manages to cope with and seeks unpredictable futures and moves by improvisation and creativeness, seeking to identify trends or scenarios from “disparate flows, energies, events, entities and spaces in more or less temporary alignments” (Hillier 2007). Planning according to Hillier (2007) “have had a pervasive commitment to an ontology of being which privileges end-states and outcomes, rather than an ontology of becoming which emphasizes movement, process and emergence.” Planning that privileges processes and movements deals with a continually emerging world in a fluid course of becoming.

This paper explores those ideas in the first part of the text by analyzing the main concepts that comprise their ontology. The second part evaluates the implication of their approach for planning practice. It discusses several experiments of planning as a free, collaborative and rhizomatic process as extracted from diverse contexts of the Brazilian experience with participatory planning. The aim is to set the basis for understanding planning not as an idealized activity of plan making, but as a democratic, relational and often unforeseen process for dealing with a complex and fast changing world.

Urban Land: Rough Landing: Planning Theory meets C21 Urbanism

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Landing? Despite constantly invoking inclusive concepts such as democracy, social justice or right to the city, planning theory has remained largely silent on key factors shaping the vast majority of contemporary cities – particularly in the global South-East. These include, intra-alia, land regimes, mass immigration and refugeeness, urban citizenship, collective identities, violence, and the emergence of (neo) colonial relations in many of the world's large cities. These are not only central to the making and transformation of the urban, but strongly intertwined with spatial public policies, that is, planning.

The paper argues and demonstrates, that in order to be effective, planning theory must 'land' into the material and political reality prevalent in the majority of cities during the early C21. To do this, it will have to build on promising new beginnings already evident in the literature, and seriously deal with new types of urbanism surfacing in all corners of the world, typified by what Sophie Watson termed 'the stubborn realities' of the global South-East.

Land: A central -- and oft neglected-- theme in this endeavor is allocation of urban land, housing and property. These have become a pivotal infrastructure of contemporary social relations and the making of urban citizenship. Most planning and urban theorists have (erroneously) assumed the existence of an organized, registered and tightly regulated land system, which allocates liberal development rights according to market or governance principles. Yet, in a typical contemporary metropolis vast populations -- at times the majority -- reside on unregistered land as traditional customary owners, collective unofficial renters, invaders, trespassers or purchasers. The use of alternative land systems has spawned the classification of these

developments as 'illegal', 'slums' or 'informalities', forming into what Ananya Roy has conceptualized as 'subaltern urbanism'. At the same time, land and development rights have been allocated to powerful elites, often with the support of the planning apparatus, thereby creating a path of rapid accumulation through dispossession.

Beyond the reshaping of class relations, land policies are critical to urban collective identities, often reproduced through the making of the C21 metropolis. Urban segregation, militarization and territorial conflicts are rarely 'colour-blind' and tend to essentialize identities and boundaries. Urban space often links mobility, spatial power, prestige and stigma to particular identity groups and affiliations, most typically along ethnic, racial or religious lines. Yet, the walling and ghettoization of certain groups stand in contrast to the liberal openness assumed by most urban planners and scholars. The urban land system is critical in mediating the tensions between enclosures and openness, which largely shape the nature of urban regimes, between liberal democracies to creeping apartheid.

Gray spacing: This variegated legal geographies have created a structural process conceptualized by Oren Yiftachel as 'gray spacing', denoting the dynamic assemblages of bodies, groups, developments and transactions that are neither fully included in the urban polity and society, nor evicted or destroyed. 'Gray spacing' has become a technology through which planners and policy makers attempt to control the 'unwanted/irremovable and contain the wanted/untamable. Gray spacing has also highlighted the vital role of planning in managing urban time as a key factor in shaping social relations.

The paper presents a comparative analysis of land policies, urban planning and the 'gray spacing' of contemporary cities. It draws on research conducted in a range of cities of the South-East, with a focus on the main urban regions in Israel/Palestine – Jerusalem, Tel-Aviv and Beersheba. The paper illustrates the manner in which planning and land regimes combine to dispossess marginalized social and ethnic groups, through the manipulated, yet legalized, nationalist, security or 'market' mechanisms.

The comparative analysis shows that urban planning should be conceptualized as a central component of an emerging urban sovereignty, and is a key factor in making

and shaping of urban citizenship in the C21. Plans and policies typically create the foundation of what appears as emerging urban apartheid– framing a legal geography of 'separated and unequal'. On the other hand, planning also has the potential to resist the process, by fully including all populations in urban plans and development, or by mobilizing marginalized groups around the making of alternative counter, or insurgent, plans (Yiftachel, 2015).

Metrozenship? Under these circumstances, the concept of 'metrozenship', it is suggested, can provide a new spatial framework with which to comprehend and guide research and mobilization. Metrozenship implies, analytically, a lens through which the actual status of groups and individuals can be understood by planners; and normatively, a goal for full material and political status for all metropolitan residents as a foundation of a just and resilient urban society. Metrozenship can also put 'flesh on the bones' of the vague 'right to the city' slogan, fueling struggles for decolonizing urban spatial relations. But for this to happen, planning thought and theory will have to fully land in the rough terrain of C21 urbanism.

Framing discourses and legitimizing practices of neoliberal urbanism

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Discourses are more than representations of the world; they articulate “ways of thinking, behaving and, eventually, being” (Nicolini 2012, p. 190). The Foucauldian approach considers discourses to be subtle mechanisms of dominance producing and reproducing truths that frame reality and orient behavior in particular ways. This approach emphasizes the connection between discourses situated in a specific context and the larger social structures that frame them (Fairclough 1985). It also emphasizes the role of power in the production and reception of discourses and in perpetuating inequality (Van Dijk 1993).

Interpretive frames (in addition to categorizations, narratives, and metaphors) are structural properties of discourses that contribute to how they influence our perceptions and practices (Karlberg 2012). This means that similar discourses may express completely different meanings under different frames. So, frames can be understood as ways of organizing information and understanding the world. They determine what and how we see. They are unconsciously acquired and may be embedded in, produced by, and distributed through discourse. These frames include formulations and symbolizations based on particular sets of ideological representations: ways of talking are based on ways of seeing. Ways of talking and ways of seeing are inseparable since ways of seeing (social norms) are part of the 'knowledge base' that contributes to the orderliness of ways of talking (discursive norms) (Fairclough 1985).

The importance of discourses and frames in determining understandings (i.e. knowledge) of realities and ultimately orienting behavior is fundamental in the planning world, where theorists and practitioners are concerned with the translation of knowledge into action. This paper deals with discourses framed under neoliberalism

that are produced and reproduced by a variety of actors. These discourses lead to specific actions while making other options unthinkable.

In particular, this paper critically analyzes discourses related to the production of exclusionary enclaves on the outskirts of a large city in Brazil. These discourses frame and reproduce truths that ultimately legitimize practices of exclusion. The analysis aims at identifying the implicit and explicit content and linguistic properties embedded in discursive practices that produce and reproduce features associated with macro social structures and ideologies such as neoliberalism. This requires analyses of micro written and verbal communication with a special focus on implicit propositions, linguistic structures, and naturalized ideologies that may be linked to macro social structures - reproducing, accepting, justifying, rationalizing, or challenging them.

Using data collected through participant observation, archival data, and interviews with urban designers, planners, public officers, developers, real estate agents, residents, academics, and community members, I conducted analyses following the critical discourse analysis (CDA) method (Van Dijk 1993 and Fairclough 1985) as well as the method utilized by Feldman and Almquist (2012) to reveal implicit messages. The findings from these analyses were considered under macro ideologies, particularly those pertaining to the social contest frame (Karlberg 2012).

I present two composite narratives that represent two dominant discourses enacted by actors who, despite having diverse professional and personal interests and backgrounds, reproduce similar discourses emphasizing the positive fiscal and environmental outcomes of these spaces. Then, I deconstruct both the content and structure of the narratives as to reveal implicit messages, taken for granted assumption, ideological frames, and linguistic properties that construct realities and orient actions in particular ways. For instance, structuring these discourses in terms of oppositions, specifically the dichotomy 'problem vs. solution' masks the complexity of the relationship and limits the emergence of alternative ways of seeing and doing.

The analyses also suggest that despite enacting similar discourses, actors' motivations and feelings vary. The dominant discourses that legitimize the practices leading to the creation of exclusionary enclaves serve actors in different ways. Moreover, while some actors reproduce the discourses with a great level of confidence

others express some frustration. Nevertheless, the content and structure of these discourses leaves little room for questioning and resistance.

The discussion of the findings presented here contributes to our understanding about how spaces with potential regressive outcomes (e.g., exclusionary enclaves) are created. More specifically, these findings reveal how knowledge is translated into action that might perpetuate inequality. They point to the importance of discursive practices, framing, and societal structures in shaping how we see, how we act, and ultimately what gets done in the city. In this particular case, the findings also reveal how dominant discourses legitimize practices of exclusion.

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Burle Marx legacy on the qualification of the urban space and landscape

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Burle Marx was one of the most important landscape designers of the 20th century. His contribution to the qualification of several urban landscapes was extremely significant. He was an artist who knew exactly how to deal with lines (whether they were straight or curve, or even diagonal ones), contrast, harmony, proportion, rhythm, balance, color, tone, texture, mass, and any other artistic element or principle in order to create exuberant tropical compositions of vegetation under the light and a profusion of curious plastic designs on the floor. This personal skill evidenced his graduation in Art and his artistic eye in these tridimensional and spatial compositions.

This paper aims to present and critically analyze the relevance and value of his work in the context of the urban space taking into account some of his main landscape projects in Rio de Janeiro, São Paulo and Belo Horizonte, such as the Flamengo Park (Rio de Janeiro, 1954), the Garden of the Safra Bank (São Paulo, 1982), the gardens of Pampulha (in the 1940's) and the Ibirapuera Park (São Paulo, 1953) – although the last one was never materialized in terms of those several gardens projected by the landscape designer.

In this work, we adopted the usual method of Humanities and Art research, which includes (a) bibliographical research, (b) reading of texts – in this case, mainly those written by Burle Marx and his critics, texts on the importance of open spaces to enhance people's quality of life and to promote or contribute to the quality of the city, as well as texts which emphasize the role of public and private open spaces in the planning of the urban space, (c) visits to some of his projects with photographic documentation, and (d) detailed analyses of his work.

Throughout this research we have found out that some of the works by Burle Marx have assumed a unique significance in the Brazilian landscape, particularly those which were implemented on large areas and are used by a large amount of people. Among them we could mention Flamengo and Ibirapuera Park. The first one, on the seashore and along the beach (on about four miles of waterfront) reveals the possibility of uniting Art to the landscape itself and the positive perception which results from this in all the people who make use of this space daily or face it for the first time. The second one corresponds to a really large green area in the middle of a city where green public spaces are scarce. Those curve pathways alongside masses of trees produce a pleasant sensation on the walker, notwithstanding those beautiful and colorful gardens remaining a lack in the project. While these works influence and alter a considerable part of such urban landscapes, other works remain as a master piece of the talented artist who was Burle Marx. The floor design and the wall garden of the Safra Bank are an exceptional example of the domain of the technique complemented by sensibility, as it happens also in the gardens of the Ministry of Education and Health in Rio de Janeiro and in many residential gardens. The project of Pampulha gardens demonstrates, on the other hand, that it is possible to establish a dialog between open spaces and built spaces – in this case, buildings designed by another exponent who was Oscar Niemeyer – and also between the garden and the landscape or the environs. The only error we find in this project, considering both landscape design and architecture, is an error of scale. Gardens and buildings should be larger and bigger than they effectively are so that their influence on the final landscape would be more exceptional.

With this article we intend to contribute to the increase and dissemination of the knowledge of Burle Marx work and legacy, to draw attention to the importance of open spaces in the planning process of the city, to remark their role on the qualification of the urban landscape, and to point out how fundamental is it to give attention to landscape design as a tool to create pleasant urban space for the people that uses it, with aesthetic value and with a considerable level of environmental awareness brought into light and into reality.

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High-quality public spaces as the key to planning a great city: Bocaiuva, MG, as a case study

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According to Tuan (1983), space and place are two distinct concepts, which require attention to their definitions. If we think of space as something, which enables movement, we can infer that place is pause, therefore, the existing pauses on the movement make the location become a place. The research subject of this current study is the city and how meaningful its public spaces are as to planning a great city by making people occupy these places, as well as how public spaces make a city work by contributing to its “image” (Lynch, 2011).

Amanda Burden (2014) states that “cities are fundamentally about people, and where people go and where people meet are at the core of what makes a city work. So even more important than buildings in a city are the public spaces in between them”.

Bocaiuva, according to IBGE (2015) data, is a small city in northern Minas Gerais, Brasil, which has approximately fifty thousand inhabitants and a story guided by religiousness and tradition expressed on people’s manners. Most of these manners are established in public spaces such as neighborhood sidewalks and squares where people interact with each other. Nonetheless, these traditions have been lost since people do not take over the public spaces as they used to do before.

By observing people’s behavior in downtown Bocaiuva, a concern about the use of these spaces was raised. The city has a significant quantity of squares along its urban fabric especially in the central area, however they do not have a desirable infrastructure to provide a comfortable experience to the wearers, and as a result people avoid these spaces. Furthermore, still concerning the central area, the main avenue, gateway to the city, does not have elements that help create a positive image,

especially because of the existence of urban voids, underused buildings and sidewalks that lack accessibility.

Thus, it is necessary to think about procedures to mitigate this sense of abandonment working with the concept of urban regeneration of the city center, as well as the enhancement of nodal points in Bocaiúva urban fabric in order to contribute to the urban development of the city as a whole.

The design strategies will be guided by the changes the inhabitants consider more important to the city's public spaces. These data were not only collected through semi-structured questionnaire to improve the goals of the research, but also to provide a solid source that helps design spaces which correspond to the community's desires.

The collective memory is the basis for the construction of identity and citizenship; it is, thus, a social force of immense power (Pereira; Freire, 2002). From this point, the adoption of oral history as a methodology to develop an urban intervention is, according to Pereira and Freire (2002), "an excellent technique to perform an initial survey of issues and develop new theories".

The preservation of the cultural environment is important to the urban activity because it ensures the survival of historical and artistic legacy for humankind's own delight (Silva, 2012). In this context, memory is an element that builds the identity of the site, also strengthens the community's self-esteem, when the opinion of the population regarding the image of the city is considered in the project, leading to a common good (Pereira; Freire, 2002).

It is observed, in the community's speech, a constant evocation of the elements that composed the city in the past as to: more humanized squares or emblematic buildings which have lost their original importance or even a very strong appeal for the return of the previously developed cultural activities which are not performed anymore.

The reference points of the city reflect its history, because they belong to the memory of the city, however, it is not possible to recover these areas and revive the ancient activities that often do not match the current reality. Thus, it is necessary to find new uses and new activities that bring life to these spaces (Lerner, 2005) without losing the features of their identity.

In conclusion, this study provides, as a result, consistent sources to develop an urban regeneration project, which intends to requalify the city of Bocaiuva. Consequently, multiple proposed interventions will enhance the social, economic and functional capabilities in order to improve the quality of life of resident population. The RE prefix placed in words such as “requalify” used in this context represents explicit references of what once existed in the city. When urban renewal makes room for rehabilitation, the historical value of the city and of the man as a cultural being, is recognized (Vasconcellos and Mello, 2006).

Urban design governance in low-density American Cities: emerging institutions in Kansas City, USA

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This paper examines recent and halting efforts to develop institutions for design governance in Kansas City, a sprawling medium-sized city in the Midwestern United States.

Design governance refers to “second-order” (George 1997) methods of regulating urban design and development decisions. Public sector agencies employ design governance mechanisms to regulate the activity of private sector real estate developers to achieve a range of public goals connected to urban development. Less conventionally, design governance can also refer to methods of coordinating the design, development, management, and operations of elements of the public realm across multiple municipal departments. Research on design governance in North America has tended to focus on coastal cities with long traditions of design governance (Punter 1999, White 2015). Less studied are cities in the interior whose size, density, isolation, or conservatism limit the sustained development interest needed to make effective design governance possible. This paper uses the case of Kansas City to examine design governance in this more challenging context.

Kansas City is the 37th largest city and 29th largest metropolitan region in the United States. It is classified as a Gamma– city by the Globalization and World Cities Research Network. Kansas City’s extensive highway network – it has more miles of limited-access highway per capita than any other US region – has engendered a low-density urban form and led to several decades of disinvestment in its historic urban core. More recently, however, downtown Kansas City has experienced a revival,

including a lively arts scene and development of a new sports arena, entertainment district, performing arts center, and streetcar line. Downtown Kansas City's population has doubled over the last decade as these new amenities attract residents from suburban parts of the region. With 4,500 housing units planned and under construction the downtown population is expected to increase by another 50% over the next five years. After decades of decline Kansas City is experiencing a design moment, making it an opportune time to assess its nascent institutions for design governance.

This paper draws on content analysis of city plans and semi-structured interviews with public officials, developers and residents, supplemented by selected morphological analysis, to explore the development of design governance institutions in downtown Kansas City. I identify the mechanisms for design governance established in successive city plans, analyze how those mechanisms have been implemented within the current development context, and evaluate the successes and failures in attempts to increase the quality of urbanism in the downtown core.

Downtown Kansas City has experienced a significant resurgence, with a first phase beginning in 2003 and a second emerging after the 2008 financial crisis. Successive city plans have played an important role in guiding both phases of this resurgence and have identified mechanisms of design governance to ensure that new developments contribute to sustaining downtown Kansas City's momentum. Nevertheless, context and cultural factors limit the effectiveness of emerging institutions of design governance. Adoption of a new Parking and Transportation Committee has facilitated improvements in the organization of the public right of way, but inconsistent adherence to city plans across municipal agencies including the Department of Public Works have limited the effectiveness of adopted street guidelines. The long history of disinvestment in downtown has resulted in a culture of accommodation to developers: recent projects have continued to benefit from a range of public subsidies despite increasing interest and market demand for new downtown development. Other planning efforts have worked at the margins of design governance by attempting to build through education the public and private capacity to create value through good urban design. In low-density cities without longstanding traditions of

public sector urban design, these education and capacity-building efforts represent an important if limited element of effective design governance.

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An urban heritage that transform to survive: the case of Gençlik Parkı

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Urban parks are considered as very dynamic elements that both reflect socio economic transformations and contribute to shape those social and economic conditions. The current study focuses on the case of Gençlik Parkı (Youth Park) in Ankara, Turkey to examine how the park has transformed with respect to changing social and economic conditions. Occurred transformations have been analysed in four periods (1900-1950: early republican period, 1950-1980: rural migrations and urban change, 1980-2000: decline of the park, 2000-present: rebirth within Islamic neoliberalism). Each period is analysed on the basis of its social and economic character, cultural specificities and spatial dimension with particular emphasis on Gençlik Parkı.

The first period covers the establishment of the Republic of Turkey and its spatial implications. The city of Ankara selected as the capital of the republic and considered as the concretisation ground of the early republican ideals. The city has been planned according to aesthetical and functional standards as urban planning has been considered as a tool to realise a number of social and cultural policies. Being part of the process Gençlik Parkı appeared as an urban element that both reflect the social and economic aims of the early republic and as a tool to intervene into social and economic processes to form modern and secular westernised society. In this period Gençlik Parkı has been highly utilised by the inhabitants of Ankara as a social, cultural and sport centre.

In the second period considered within this research, Turkey experienced huge rural to urban migration flows due to modernisation in agriculture. Ankara, being the second largest city in the country affected from these flows more than other smaller cities. On the side of Gençlik Parkı, the user profile of the park changed to a

considerable degree. Government officers, republican elites and their families have been replaced with rural new comers and members of the newly growing commercial classes. As a result of these changes, the social and cultural emphasis on Gençlik Parkı functions have been replaced with consumption oriented functions which emphasised the growth of kebab shops, restaurants and tea gardens.

Following the social turmoil and economic crisis of late 1970s Gençlik Parkı entered into a period of physical degradation. In this third period the park became the struggle area of left and right wing political streams. The political tension not only distorted daily functioning of the park but also distanced ordinary users from the park. With the beginning of 1980s Turkey started to experience true character of the capitalist political economy through the implementation of neoliberal agenda. The new political economic situation caused changes in the leisure preferences of inhabitants as some could not find spare to for leisure while some others focused on consumption activities (later at shopping malls) as part of their idle times.

The fourth and final period considered within this research represents a rather peculiar moment in the world history as the ruling government (AKP- Justice and Development Party) started to reinterpret neoliberal policies with Islamic characteristics. In practice, what AKP has been doing was covering the negativities of the neoliberal policies with temporal solutions. The system was so successful that the party has been ruling the country and many cities in Turkey (including Ankara) for more than 13 years. In these years of Islamic neoliberalism Gençlik Parkı has been rediscovered as an economic entity and propaganda tool. On the one side, the park has been renovated and embellished with a renewal project and offered to the public as a commodity to be consumed. On the other side, Gençlik Parkı has been utilised as a marketing tool for AKP (active both at central and local level) and presented as a generous gift from the government. Although the park separated from its republican past both architecturally and functionally, the generosity of the AKP has highly appreciated by the users of the park who can only benefit from a number of identical tea gardens and kiosks and Ramadan festivities occurred once a year.

As a conclusion, the author wishes to discuss the relative social benefit of urban parks

- First, as a dynamic entities that that transform in the course of time according socio-economic changes
- Second as constant entities that only reflect their initial programs irrespective of changing socio-economic conditions.

Counter-conduct and aesthetic experience

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This paper is a part of an ongoing research regarding the “deviated use of space”, developed within the framework of a Masters degree thesis. Its main goal is to investigate the agents and factors that guide social behavior and how it affects the aesthetic experience of people who use the physical structures of public spaces. The term “deviated” is a translation of the French word “détournement”, used by the participants of the Situationist International, one of the theoretical references that inspired this discussion. The term is the reduction of the expression “détournement [deviation] of preexisting aesthetic elements”, which states a new way of appropriation of artistic elements in everyday life through the construction of situations. Thus the “deviated use of space” drafts the aesthetic experience of Architecture as an element that could allow people to perceive and to criticize the city beyond the spectacular contemplation of its elements. The research problem refers to the way how the public space, more specifically bus stops and stations, are appropriated by its users, considering that these places are conceived in a way that privileges its function as a component of a rationalized transport system, instead of taking into account the part it plays as a place for social encounter and dialogue. The investigation concerns bus stops as part of the city’s public spaces, considering that they have a vocation to be, simultaneously, a place where people stay while they are waiting for transportation and also a place of transit, bearing in mind that it has to respond to a functional demand for the urban mobility system as part of a rationalized integrated network. Spatial programming is capable of limiting the ways its structure is used; therefore it has a direct influence on its users liberty for spatial action. The study of “deviated uses” concentrates on practices that are not limited by the programmed and regulated use of space as a consequence of social empowerment in contemporary urban everyday life.

This paper aims to critically analyze theories concerning strategies of social behavior conformation to the disciplinary order that operate in the urban space. Sociological concepts will be presented regarding the use of public spaces in order to reveal the possible consequences that disciplinary and cultural factors have on individual and collective behavior. From this perspective, the “deviated use of space” is seen as a mean of personal and collective empowerment in the everyday life of contemporary cities. Some political, social and economic trends shown by various authors such as Norbert Elias, Pierre Bourdieu and Michel Foucault will be addressed in order to support the theoretical argument concerning the contemporary urban condition. These sociological theories address the evolution of behavioral manners, and also how these behaviors may vary according to culture and collective habits, how the social mechanisms that program and watch the social behavior of different groups work and how they can act in favor of maintaining the power structure - or rebel against it. The critical analysis of these references will start from the mobilization of theoretical concepts covered in the case of public transport stations in the Brazilian city of Belo Horizonte.

The discussion is structured on the argument that refers to the opening of physical structures to unforeseen possibilities for body appropriation. As from provocative actions held on bus stops, the goal is to come up with a way to express how urban space could encourage freedom with regard to the individual and collective empowerment and to the expansion of possibilities of use. The aesthetic experiences of counter-conduct are artistic procedures of subversive nature that, in this paper, aim to elucidate the discussion of freedom of appropriation of public space structures. The use of the term “counter-conduct” was introduced by Michel Foucault with the intention of expressing the way the subject takes a stand against the behavior program stipulated by others (government, religion, etc.). The counter-conduct, from this prospect, is a political attitude as it relates to the action to be opposed to something, and not just be apathetic and ignore something to what you do not agree. Therefore, the research aims to discuss some urban provocations proposed by artists and activists who practice counter-conduct, for example the Dutch Provos, the Temporary

Autonomous Zones (TAZ) of the anarchist Hakim Bey and the Bloco Poleamor that happened during carnival in Belo Horizonte.

The research discusses the freedom as an autonomy exercise opposed to behavioral programming in urban areas by presenting a case study of an experiment performed in Belo Horizonte, where three pole dancers used a bus stop sign pole to perform. The different reactions and points of view – the dancers, the people waiting for their bus, the bus drivers and passengers, etc. - are interesting to be analyzed from the perspective of qualitative social research, where the goal is not the accumulation and processing of statistical and quantitative data, but rather discuss what arises from a critical-interpretative approach of the results of the methodological evaluation. Therefore, the participatory observation technique will be applied, in which the narrator is not neutral in the actions developed in the practical cycles. Thus the investigator is physically and socially present on site during the event. The participation of the researcher is critical to the production of knowledge regarding qualitative research because the information gathered on site comes from practical experience - through talking, listening and recorded observations – and can present new approaches to people living the situation on an everyday level, which is often not in the formal literature about that spatial context. Thus, this paper also has an investigative and experimental character that is developed at the same time it is made the critical analysis of the theoretical references of sociological origin, from the application of the action research method.

How do creative sectors relate to the historical city center: the case of Grand Bazaar in Istanbul

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At the end of the 20th century, the manufacturing sector was removed from the cities, and instead the services sector that produces intangible assets such as information technology and knowledge was recommended for development. In addition, these new development policies defined culture as an economic variable, as well. Information, culture and creativity became key words for economic policies. The attempt to define culture and creativity as economically important factors has led to economic studies of creativity. UNCTAD (United Nations Conference on Trade and Development) asserts that creative economy is important for economic development, not only in developed countries but also in developing countries. UNCTAD also publishes Creative Economy Report to help countries plot their own road maps by emphasizing their unique strengths.

Creative sectors are defined differently by different social scientists, but the importance of city life appears to be the common denominator for all of them. The city exhibits not only a physical infrastructure, but also an intellectual infrastructure, in the form of cultural diversity, research resources, meeting places, and tolerance to alternative life styles. Cultural accumulation from the past, traditions and different lifestyles of the city offer an appropriate milieu for creativity. Landry (2000), a pioneer scientist in creative studies, argues that cities that have an ancient history and are able to transfer this history to current generations, have a great advantage in being creative.

In this paper, the relationship between creativity and historical city center is examined for the jewelry sector. The Istanbul jewelry sector has been located in the Grand Bazaar for more than five centuries. The jewelry sector has grown and its structure has morphed over the years, and therefore the municipality made the decision to move the entire business to a new site on the urban periphery. Even

though, it started in early 2000s the relocation process has not yet been completed. Some of the firms have moved to the new location, but many refused to move and carried on in the historical center.

In spite of the advantages of the new facility, such as modern spaces and better technology infrastructure, many firms insist to stay in the historical center. This paper aims to find out the reasons by focusing on the relationship between creativity and place. According to the findings of this research, these firms resist the move because their location in the historical center affords them with meeting areas, allows them to maintain a relationship with the past, and to sustain traditions. Other advantages that were found include identity, belonging to a space, social proximity, face-to-face communication with customer, inspiration, and being close to other creative sectors. All these reasons seems to play an important role for a creative milieu.

It is believed that creativity is only important for the design phase in the jewelry sector. But every actor has strong relationships with each other in the Istanbul jewelry sector and design phase cannot be easily separated from other critical stages such as production and sale. For this very reason, it is clear that wholesale relocation of the sector will damage the creativity of the sector and also the “genius loci” of the Grand Bazaar, even though the reasons cited by the municipality are centered around conservation of the historical city center. Without doubt, measures should be taken to protect and preserve the historical center of the city. But while these measures are taken, social and commercial relations that are embedded in the place should not be ignored.

Artistic urban interventions, informality and public sphere: research insights from ephemeral urban appropriations on a cultural district

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Keywords: Creative Milieus; Conflict; Informality; Cultural Quarters; Public Sphere; Artistic Urban Interventions;

Artistic intervention in cultural districts can be an outstanding viewpoint to understand the multiple layers of uses and segregations that bring everyday life vitality to the complex organisms cities are. Urban informality contexts can be fundamental for the expression of this diversity and to liminality strategies, particularly interesting in the case of artistic intervention, as artistic creativity is often about transgression, differentiation, and, therefore, conflict. Small initiatives that develop in an informal and ephemeral way by artists who choose the city as stage for their work, exploring the ambiguous and flexible boundaries between public and private spaces are particular interesting, evidencing the usual conflicts verified on creative milieus but being also important to keep these places as vernacular as possible and to avoid gentrification processes.

In this perspective, this paper aims to discuss this relation between urban interventions, informality and public sphere appropriation, analyzing the way informal artistic dynamics can contribute to urban re-vitalization and to the enhancement of real creative milieus. Drawing on a research-action based methodology the authors explore

the results and impacts of three experiences of urban intervention that they developed in three consecutive years in informal urban contexts in Bairro Alto, the main cultural quarter of Lisbon, Portugal. These ephemeral artistic interventions introduced in the city new spaces of public use, performing different public and private spaces, and bringing them to the public sphere, creating also “new” zones that re-gain a utility in the city, contributing to the vitality and symbolic centrality of this area.

* This paper draws upon two previous versions, which were presented at several international conferences: “Artistic intervention in public sphere, conflict and urban informality: an international comparative approach to informal dynamics in cultural districts”, Paper presented at the International RC21 Conference 2013, Resourceful Cities, Berlin (Germany), 29-31 August 2013; and “Artistic Urban Interventions, Informality and Public Sphere: Research Insights from Ephemeral Urban Appropriations on a Cultural District”, paper presented at XVIII ISA World Congress of Sociology “Facing an Unequal World: Challenges for Global Sociology”, Pacifico Yokohama, Yokohama, Japan, 13th-19th July 2014 and at European Sociological Association Research Network 37 “Urban Sociology” Mid-Term Conference “Public spaces and private lives in the contemporary city”, Lisbon, FCSH-UNL, 19-21st November 2014. The authors acknowledge all the comments and suggestions made by the reviewers and participants on those sessions.

1. Introduction

Cultural quarters have been widely studied in recent years as they embody broader structural transformations associated with urban change, but also as they are privileged arenas for tension and conflict, manifested both in spatial terms and in people’s lived experiences. The wide variety of gentrified residential city enclaves, ghettos, gay villages, ethnic quarters, red light districts and creative quarters can be seen as a commonplace feature of contemporary urban landscape, which often brings vitality and vibrancy for many ancient or abandoned areas of cities, but also as an arena for frequent conflicts between residents and users, gentrifiers and traditional residents, new activities and traditional activities, night users and day users, and so on (Costa, 2008; Costa et al, 2010). Public space is often the privileged sphere for these tensions and conflicts, with the expression of multiple power relations at the levels of

the physical space, the experiences it provides and the symbolic field. In parallel, these are also frequently liminal spaces, marked by transgression and social and individual expression of the self.

Artistic intervention is in this context a particularly interesting way of looking at these neighborhoods and to understand the multiple layers of uses and segregations that bring vitality in everyday life to these parts of the complex organisms that cities are. Urban informality contexts can be fundamental for the expression of this diversity and to liminality strategies, particularly interesting in the case of artistic intervention, as artistic creativity is often about transgression, differentiation, and, therefore, conflict.

In contemporary cultural and social panorama, this reflection leads us to be interested in small initiatives that develop in an informal and ephemeral way by artists who choose the city as stage for their work. Artists whose interventions explore the boundaries between public and private spaces, suggesting a public sphere actuation; this micro scale of actuation brings the usual use conflicts verified on creative milieus but can also be important to keep these places as vernacular as possible and to avoid gentrification processes.

In this perspective, this paper aims to discuss this relation between urban interventions, informality and public sphere appropriation, analyzing the way informal artistic dynamics can contribute to urban re-vitalization and to the enhancement of real creative milieus. Drawing on a research-action based methodology the authors explore the results and impacts of three experiences of urban intervention that they developed in three consecutive years in informal urban contexts in Bairro Alto, the main cultural quarter of Lisbon, Portugal. These ephemeral artistic interventions introduced in the city new spaces of public use, performing different public and private spaces, and bringing them to the public sphere, creating also “new” zones that re-gain a utility in the city, contributing to the vitality and symbolic centrality of this area.

With this analysis, we aim to provide better understanding on the relation between artistic intervention in public sphere, conflict and urban informality, in order to assist a new planning agenda for dealing with urban creative dynamics and cultural quarters.

After this introduction, next section will offer the main framework for the analysis pursued, relating the creative milieus development with conflict and with their morphological, symbolic and informality conditions. In section 3, a brief overview of main relevant issues on artistic Intervention in the public sphere is made. This leads to a brief analysis of the three artistic interventions held by the authors, on section 4, which sums up their purposes, results and impacts. Finally, a concluding note provides some perspectives towards policy orientations for dealing with urban creative dynamics and cultural quarters.

2. Cultural quarters and the “creative milieu”: conflict and informal dynamics as drivers for artistic vitality

In recent years multiple territories have stood out as ‘creative milieus’ as they offer a specific atmosphere or certain conditions required to embed and develop sustainable creative processes in cultural activities (see Camagni et al. 2004; Cooke and Lazzeretti 2007; Costa 2007; Costa et al, 2011; or in a wider perspective, O’Connor and Wynne 1996; Scott 2000). This label usually congregates very diverse situations, which are generally based on specific governance mechanisms that play a key part in most of those success cases. Our study in this paper refers to a specific kind of these “creative milieus”, the “cultural districts” or “cultural quarters” (cf. Costa et al, 2008).

These cultural quarters, in their diversity, have been broadly studied as they embody wider structural transformations associated with urban change (Bell and Jayne, 2004; Cooke and Lazzeretti, 2008; Porter and Shaw, 2009). It is not our aim to describe or discuss here their huge diversity, concerning both their origins and their main characteristics (more central or peripheral, more or less gentrified, more inclusive or segmented, more diverse or coherent, etc. – see Bell and Jayne, 2004 on this). In effect, 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.

Acknowledging the importance of “classic” factors (such as dimension, density and diversity of social practices – many times translated in expressions such as agglomeration, scale, interaction, networking, tolerance or other) to this, but also the

crucial role of the symbolic sphere potentiated in cultural activities (cf. Costa et al, 2011), our aim in this paper is just to discuss how the characteristics and the informal dynamics verified in these places contribute to their vitality, through artistic intervention, relating those to their specific morphological and spatial conditions.

In effect, the diversity and density of activities and the urban design and morphological conditions clearly influence these areas' creative dynamics – as suggested by Hospers (2003), Gehl (2004) or Balula (2010), and verified by Costa e Lopes (2012) in some of these quarters. Urban material conditions, as the way they are appropriated and perceived by people, are naturally a key factor in the vitality and in the long term conditions for the sustainability of these spaces. Besides, the common diversity of rhythms and daily habits of its users, make us aware of their multiple layers of uses and symbolic codification.

As Costa and Lopes refer, in these spaces the symbolical sphere plays an important role and is fundamental to understand both their vitality and their fragmentation (Costa and Lopes, 2012), particularly if they are central nodes in the conviviality and sociability mechanisms that are vital for reputation building and gatekeeping mechanisms on cultural activities (Costa, 2012). People who come to these spaces identify and many times deliberately look for a created image (of the place, of themselves, of their groups, of what they want to be), that is, for the symbolic meaning of that place. These are particular places for representation, for the assumption of specific lifestyles and ways of life (cf O'Connor and Wynne, 1996) and therefore, the concept of urban theatricality is sharp in these territories. Consequently, along with liminality processes, we can watch a natural segregation of practices and people in the different spaces (or even in the same places, each with several codified layers of representations, differently de-codified by their different audiences and users). Often, this process is based on auto-segregation, but sometimes naturally it involves also conflict between the diverse potential users and power relations that take place within that system or in the framework of its external regulation (Costa and Lopes, 2015).

In effect, the different interests and motivations of the diverse agents in these territorial systems are naturally often contradictory. The main use conflicts among them

are one of the critical aspects for the development and long term consistency of these creative milieus. As expressed before (e.g. Costa, 2008, Costa and Lopes, 2015), the conflicts of uses verified in each of these particular spaces (e.g., between users and residents, night users and day users, traditional residents and newcomers, traditional cultural and new activities), are a unceasing dimension of its life (and even one essential dimension to certain kinds of creative activity, by its intrinsic liminal and alternative nature). This conflict manifests in different arenas (real estate market, public space appropriation, symbolic sphere, ...) and is perceived diversely by the users and the multiple art world's agents involved (e.g. the case of graffiti or urban intervention). These conflicts are felt particularly in two fields. On one hand, through gentrification, and the different power relations in appropriation of public and private space; on the other hand in numerous conflicts between the diverse individual or group interests, expressed in externalities (such as congestion of parking or traffic infrastructures, noise, urban cleanliness issues, etc.). However, despite all their problems and consequences, some of these conflicts may have an important role in the sustainability of these systems as creative areas, as they can inhibit or postpone gentrification processes (e.g. most of these externalities are key factors in avoiding conventional gentrification processes in a case like Bairro Alto area, Lisbon, having a key role in the selective – more creative and specific lifestyles oriented – gentrification process verified – Costa and Lopes, 2012, Costa 2013a).

This latent conflict nature in these areas can be creatively explored, being artistic activities themselves intrinsically the expression of innumerable conflicts, and that is naturally enhanced by the informality and the potential for public sphere appropriation verified in these districts, where the possibility for interventions and artistic appropriations in the public sphere is more flexible. The informality and liminality that mark these territories is vital for its sustainability as part of their daily dynamics and contributing to a strong local identity (Costa and Lopes, 2012). In effect, on a scenery in which the boundaries between public and private sphere constantly blur, and where the ephemeral gains its space, new creative possibilities emerge. Mostly, in a more open, tolerant and un-institutionalized framework, new fields for developing and explore new sorts of creative processes and informal-based dynamics materialize.

So we assist all over the world to all sort of processes of this nature, though with diverse patterns: artistic appropriation of public sphere (e.g. graffiti and street art, but also the aperture of private space to public and contamination strategies, through performing or visual arts, for instance), informal appropriation by users (including sociability and reputation building mechanisms and gatekeeping processes), performativity in public space, many times associated to liminality processes or to expression of identities or of the self (e.g. multicultural or gender expression). After all, this is particularly remarkable also because informal and ephemeral appropriation of public spaces in the city can have enough interest in a historical era that embraces time delays caused by economic interests (such as property speculation) or bureaucratic processes (such as licensing procedures) that can often lead to cities' death. These informality-based behaviors are certainly a way to maintain (even if temporarily or ephemerally in some cases) the creative vitality and the liveliness of those spaces.

The "creative milieu" concept, in line with the GREMI approach (Camagni et al, 2004), helps us as a theoretical backbone for analysing this variety of situations. Each one can be seen as a combination of three intertwined layers: a locally embedded production-consumption system, rooted in the territorial characteristics; a governance system, mixing the formal and informal endogenous and exogenous-based regulatory mechanisms in a specific way; and a symbolic system, involving both the external image(s) and the self-representations of the area. This triple perspective is fundamental to understand the specific conditions and ambiances that seem to be determinant to embed sustainable creative processes in these areas, as well as to relate them to urban socioeconomic and morphological dimensions.

Having this broad framework in mind, our specific aim in this text is to understand how informal dynamics can be seen as drivers for artistic vitality, in a diversity of "creative quarters" situations. Re-thinking city through micro-scale systems of action, instead of just large projects and flagship interventions is essential for planning the city attending to urban creativity and to real creative dynamics. Understanding everyday life and the role of more informal and ephemeral initiatives for cities' planning is fundamental, requiring (re)focusing our attention to this specific issue and the use of new methodologies.

3. Artistic intervention in the public sphere: from the sacred art fortresses to the work with urban matter

The cities are changing every day, people are connected in a network that is driven by different rhythms and habits; It generates different layers of codifications and uses, not always pacific between all the users. However, it is this diversity and the critical masses associated (dimension, density and heterogeneity arguments) that make the cities being so appellative organisms to a constant change of experiences, ideas, opinions and knowledge. The spaces of the public sphere are the stages where people meet each other and where the artistic interventions have been developed in the different layers of the city.

The places of the public sphere are composed by private and public spaces. In this paper, and following the ideas developed in Costa and Lopes (2012), we propose to look for the public sphere as a “space” that could be “appropriated”, breaking the “traditional” boundaries between both concepts, in an era that many of the happenings that used to be developed in public spaces are being developed in private ones. Throughout the years cities are being transformed, it is a natural process. More than to reference a concrete physical space, it is to assume that any space can become a local belonging to the public sphere, whether it is the room of our house or the old neighborhood grocery store, according to the use that is developed in it for a period of time. A good project to illustrate this situation was developed in Berlin, in summer of 1992, entitled *Berlin 37 Räume* (Berlim 37 Rooms). The exhibition took place during a week in the quarter of Mitte, inviting 31 curators, international artists - as the musician John Cage¹ - and local artists, to develop site-specific interventions in 37 rooms of unoccupied buildings in the city. The exhibition extrapolated the “traditional” concept of art gallery, transforming the inside areas of the houses, traditionally private spaces, into spaces belonging to the public sphere for everyone who wanted to visit the exhibition. In some of the rooms where the project was developed and led by the

¹ John Cage was one of the most important artists of the 20th century. He was a pioneer in the way that had introduced sounds of everyday life in his compositions as well as in the production of musical instruments made with objects of the quotidian.

curator Klaus Biesenbach² remain today art galleries. In this way, they have entered again in the dynamics of Berlin and contributed to the revitalization of the buildings, as well as of the adjacent areas of the city.

In recent years, increasingly cities all over the world have welcomed ephemeral artistic initiatives that choose to leave the conventional exhibition spaces to have the city and other public as “background”. The concept of ephemeral artistic intervention and appropriation are understood, in this paper, as referring to a bunch of activities that happen in “unconventional spaces” of exhibition and production. With this, we do not intend to disregard the quality of initiatives that happen in the “traditional spaces” of exhibition or production. However, these interventions present a fix dynamic, in a concrete physical space and for a specific type of audience, often not adding new dynamics to the city. Thus, it is important to explore the initiatives that for its ephemerality and informality do not occupy the city in a fixed away, whether it is for artistic interests or economic constraints.

Although have always existed art in the public space, the relation between the city, the public and the artists changed in the late fifties of the 20th century, when the artistic vanguards starts to look at the spaces and objects of quotidian as sources of inspiration and as interesting places for new multidisciplinary artistic practices. These ideals brought to the artistic exhibition and production to more informal spaces, approaching the city and its dynamics of artistic practices (Lopes, 2012). That is what we can see in the description of *happening*, one of the new artistic manifestations, developed by Kaprow, the first artist to implement this kind of happenings in 1959. Kaprow defined happening as “an assemblage of events performed or perceived in more than one time and place. Its material environment may be constructed, taken over directly from what is available or altered slightly; just as its activities may be invented or commonplace. A happening unlike a stage play, may occur at supermarket, driving along highway, under a pile of rags, and in a friend’s kitchen, either at once or sequentially. If sequentially, time may extend to more than a year. The happening is

² Klaus Biesenbach is a German curator being actually director of MoMA PS1, in Queens , NY and chief Curator at The Museum of Modern Art, in New York City.

performed according to plan but without rehearsal, audience, or repetition. Its art but seems closer to life". (Kaprow, cited in Arnason, 1985, pp. 613). Thus, the places of exhibition are not merely to exhibit art and have become places of contemplation. Using ephemeral installations, the artists create modifications in the built space, proposing a different experience to spectator by that time. These changes cause alterations in the devices of work and exhibition: they stop thinking in an object to be exposed in a place and it is the exhibition space that becomes the art object itself.

Being pioneer in the development of these ideas "(...), the Minimal Art rejects the metaphysics of the art and thus changed the role of the observer, which is no longer required, an act of silence contemplation, to reflect on the unchanging significance of the work of art hung or place in front, to pass to reflect on the process of their perception, loading it of meaning" (Marzona, 2004, pp.11), the viewer is not more just an observer, he has an active role in artistic experience. These ideals initially emerged in institutional spaces, with the artist Robert Morris and the *Minimal Art*, but quickly become produced in unconventional spaces, through groups as the *Fluxus*. Several factors have led to these changes in art, however we could refer that one of the aspects that more contributed to these movements was the background that the artists have been acquiring in multidisciplinary artistic experiences that started to be common in these vanguards. As it is referred in the work of Morris, through his experience as dancer and artist performance, "(...) the perception [of a work of art] was connected to the body and not limited to the sense of sight (...)" (Marzona, 2004, pp.23). Through the happenings, performances, installations and *Land Art* interventions, art get in quotidian life and is not more read only by the experts, that frequently go to institutional spaces - as galleries or museums - , to become available for a heterogenic audience without a special artistic sensibility (Traquino, 2010). Art become to be much more exposed and susceptible to different opinions, depending on the way it is observed by the different publics in the different spaces.

Such as what happens in the experiences that takes place in galleries or museums, the "new" artistic interventions will be introduced in the spaces of the public sphere and try to create a connection between the people who experience them. Kinds of different manifestations of what used to happen with the artwork present in the public

space until that moment - that limited itself to present a “finished object” without any experience in which the viewer was an active part in the artistic construction. With this, the public art was confined in an “elitist” form to the “beautify” of the cities and its public spaces, as well as, in many cases, it is a vehicle to send politic or religious messages or to invoke some old happenings or characters (such as what happens with the name of several streets). If on one hand this factor can contribute to the creation of a local identity, so important to any city, on the other hand can also become a powerful ideological weapon, that has been used by numerous absolutist states throughout the history - where the monuments, that represented the majority of the public art until a few decades ago, assume an active political role over several generations, as refer Miles: - “(...)the monument becoming, a device of social control less brutish and costly than armed force” (Miles, 1997, pp.58).

With this, we conclude that the art that takes place in the spaces belonging to the public sphere can be significant to several aspects, between them, the dynamics of relationship that occur in the space. Attenuating the boundaries between work and exhibition space, these initiatives can contribute for a constant change of experiences where the city is the stage of everyday life. Another factor that seems to be important is the ephemerality and informality of these types of actions, leading to a constant (re) discover of the places where people walk daily; contributing to a strong dynamic in the city, in its different layers of codification.

4. Ephemeral urban appropriations on a cultural district: some examples from authors' own experience

The ephemeral artistic intervention | appropriation introduces in the city new spaces of public use, performing different public and private spaces, and becoming to relate them with the public sphere, creating also “new” zones that return to have a utility in the city and contribute to the mix of happenings. By its ephemerality, the majority of these appropriations operate in the spaces without changing or damaging them. This is one of the characteristics of this kind of interventions: it beholds potentiality in the place that is appropriated, transforming its material identity to develop the work.

This can be illustrated by 3 examples of urban interventions conducted by the authors, in Lisbon's main cultural quarter, which aimed to test and to be a source of information to allow us to analyze and develop all these issues in practice.

In September of 2010, we tried to explore this kind of ephemeral intervention promoting a "photographic exhibition" in an old shop that was closed for many years in Bairro Alto, in Lisbon. The exhibition entitled *Espaços Liminares*³⁴ (Liminal Spaces) pretended to explore the limits between the public and private space of an old shop reintroducing that space in the city dynamics and creating a new spot on the public sphere during the period of the appropriation. The shop that was waiting for municipal licensing for property redevelopment was expectant for some years. After we contacted the property owner and explained what we would like to do - a project that don't degrade his property and add value to the space - he accepted to support the artistic intervention. For ten days it was developed in the space, in parallel with a photographic exhibition about public space appropriation, debates, concerts and other artistic demonstrations supported by several artists that used that space as a complement of the "traditional" public space of the quarter. The window of considerable dimensions in the façade allowed the interior to be in constant contact with the exterior contributing to create curiosity in the people who circulated on the street and gradually decided to "invade" that "traditional private" place and participate in the exhibition built with scaffolds and old doors that were stored in the interior of the space. A set made with couches, some chairs and an old TV, simulating a homemade scene, welcomed at first sight the ones who looked inside over the window, deepening the sense of invasion of privacy (cf. Figure 1,2,3,4 and 5).

In December 2011, we developed one another project, in the framework of the celebration of *Semana do Bairro Alto* (Bairro Alto Week). The exhibition | intervention, called *Bairros como nós*⁵ (*Neighborhoods like us*), proposed to show to the district

³ *Espaços Liminares* was a photographic exhibition realized in ambit of the *Creatcity Research Project* in Bairro Alto, Lisboa in September 2010, and that it was after also exposed in Gràcia, Barcelona, in November of the same year. Its authors, Ana Roldão, Cristina Latoeira, Pedro Costa, Ricardo Lopes e Samuel Dias, exhibited photos that were realized in the scope of a photographic study of three cultural quarters: Bairro Alto, Libon; Gràcia, Barcelona, and Vila Madalena, São Paulo.

⁴ <http://espacosliminares.blogspot.pt/>

⁵ <http://bairroscomonos.blogspot.pt/>

users similar dynamics to those that happen in the quarter, without explicating it - using photos of different cities as Barcelona, São Paulo, Istanbul, Paris, Seattle, Florence, Copenhagen, São Francisco, Berlin and London that represented similar dynamics between them. It was glued a set of large format photos in 15 façades of the quarter, exploring the limits between public and private space debated in this paper. The photos that composed the exhibition created a route that surprised the users and the audiences that walk along the quarter⁶. The exhibition hadn't a fixed period of permanence, the ephemeral material where the photos were printed, as well as the way that they were fixed in the walls, didn't allow it to remain for a long time. As a consequence, some photos disappeared after some hours, while others kept for a long period. Not losing its ephemeral character, but remaining, such as what happened with an image of a young guy hanging in a window of Brick Lane, London, that keeps in the wall where was placed for more than one year. However, who develops these kinds of interventions in the city understand them as something that is ephemeral and can be vulnerable of intervention of other user, who would be appropriated of the artwork. Whether it is because they will be behold it, making part of the scenario that it is inserted, or intervene directly in the "object". In this kind of intervention, the documentary strand assumes an extremely importance.

Besides exploring artistic aspects and the limits between public and private spaces, the exhibition tried also to create one critical sense in audience who had been tempt to think about the quarter and its happenings from a different perspective. One photo of Grácia (figure 7) is a good example – to represent the protests of the residents against the excesses of the nightlife, an use conflict common to all the quarters. This is another important aspect that artistic interventions can have when developed in the public sphere: to create a critical sense between the art and its message (the graffiti and the stencil have been affirmed as one of the most active voices of population against the externalities in the last years) that will be interpreted from a different

⁶ This open air exhibition was complemented by a parallel one, more conventional, on the same theme (by the same authors, at the same time, in a more conventional exhibition center). However, no explicit reference was made in each of these outdoor images to that exhibition, neither to the other photos of this urban intervention, which were disposed in certain walls in order that people passing by would be finding them randomly.

perspective by the different people. However, whereas that the artistic intervention will not have the same effect on all observers, it should be made and thought for the space it will be inserted, looking for answers for the intended function, whether it is for artistic proposes, or with academic or functional reasons.

In December 2012, we set up one other artistic intervention in Bairro Alto, entitled *Beyond Visible*⁷. The *happening*, that followed some of the concepts explored in previously interventions (as the relations between private vs public spaces; public vs artwork), intended to introduce in the quarter a “new living room” for one night in an expectant space of Rua da Barroca, although its main concept was to explore the idea of several layers of codifications that composed the creative milieus. Thus, along the night, different people that walked on the street were invited to enter in a “dark space” and built its own exhibition, without segregation of people or practices.

The intervention started with a projection of several photos overlapping in the opposite façade of the intervened building. The projection drew a diffuse image of Bairro Alto which suggested that something different was happening on that space. Closer to the venue, people started to see one door, where it was possible to enter in a “dark space”, and another one, where there were people going out on the rhythm of photographic camera’s flashes.

The intervention suggested an inverted route of exhibition. It started with images of people that had already been photographed projected on the wall of a “waiting room”, where they received “UV lights” that were invited to use in the interior of the *happening*. After people were invited to enter in a “dark space”, they started to discover sentences (the sentences were collected previously through interviews made with people in Bairro Alto in different periods of the day and represented the opinions and image of those citizens about it) that were wrote with “transparent ink” on the interior walls. The variety of sentences wrote, and the technique used, allowed that each visitor discovered different things and interpreted them from different points of view. Along the exhibition, the visitors were surprised by other artistic interventions, as a performing space where two actors (Nuno Antunes and Beatriz Henriques) talked with the visitors

⁷ <http://beyondvisibleba2012.blogspot.pt/>

(one at a time) about Bairro Alto or the “background noise” constructed with sounds collected in the quarter (musicians: JPShelaq / Geraldles / João). At the end, the visitors were surprised by four photographers (Thiago Feitosa / Carolina Mota / Alexandre Abreu / Mariana Cortes) that had prepared a replica of a professional studio to photograph them and, in this way, they become to make part of the artistic intervention - not just as spectator and a participative element, but also as an object exhibited.

With this ephemeral artistic intervention, we tested some of the concepts that we have been studying through participant observation and that have allowed us to analyze these informal initiatives from a nearest perspective, such as what we have used with the photographic surveys conducted in several creative quarters.

Naturally, that kind of informal initiatives can't be set up with the same multitude in the different areas of the city, neither in different cities. Diverse places require different creative approaches, and more than that, diverse places enable and enhance differently the conditions for artistic appropriation of their public sphere. Morphological conditions are naturally diverse; symbolic references and their relations with identity mechanism are certainly different; agents motivations, expectancies and strategies are undoubtedly multiple and diverse; and after all, regulation mechanisms and governance mechanisms are dissimilar, and the way informality can be explored will be particular and site specific.

Our previous research on several cultural quarters (Costa and Lopes, 2013, 2015), based on desk research, observation and visual ethnographic approaches (diversly), providing a comparative perspective of their public sphere, enabled us to question and to bring to discussion the characteristics of each of these districts, concerning their morphology, creative dynamics and informality, trying to understand the main features that can contribute to the development and vitality urban artistic intervention in each of these cultural quarters as well as their specificities. That is an essential matter, which was one of the fundamental aspects which was developed and analysed on these 3 urban interventions, for the specific case of Bairro Alto.

“Espaços liminares” intervention



Figure 1



Figure 2



Figure 3

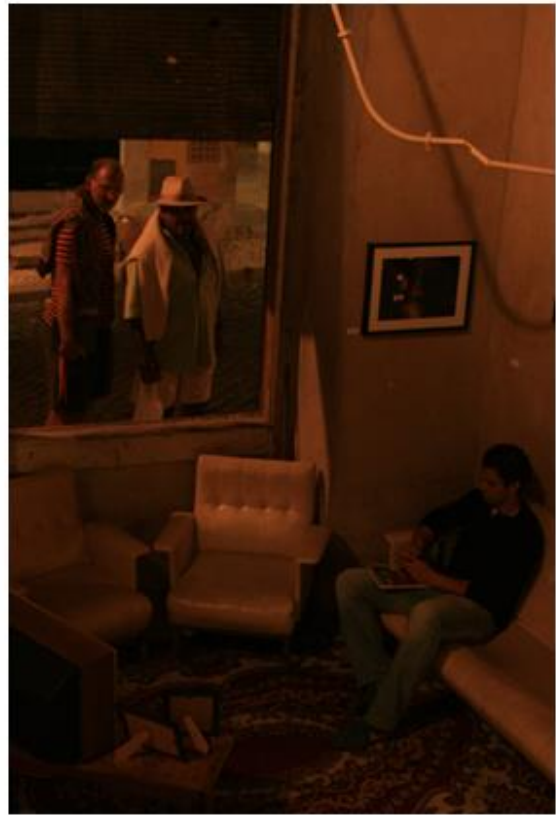


Figure 4



Figure 5

“Bairros como nós” interventions



Figure 6



Figure 7



Figure 8



Figure 9



Figure 10



Figure 11

Beyond Visible” intervention



Figure 12 – (“Bairro Alto was for me the smoky facebook of eighties”)

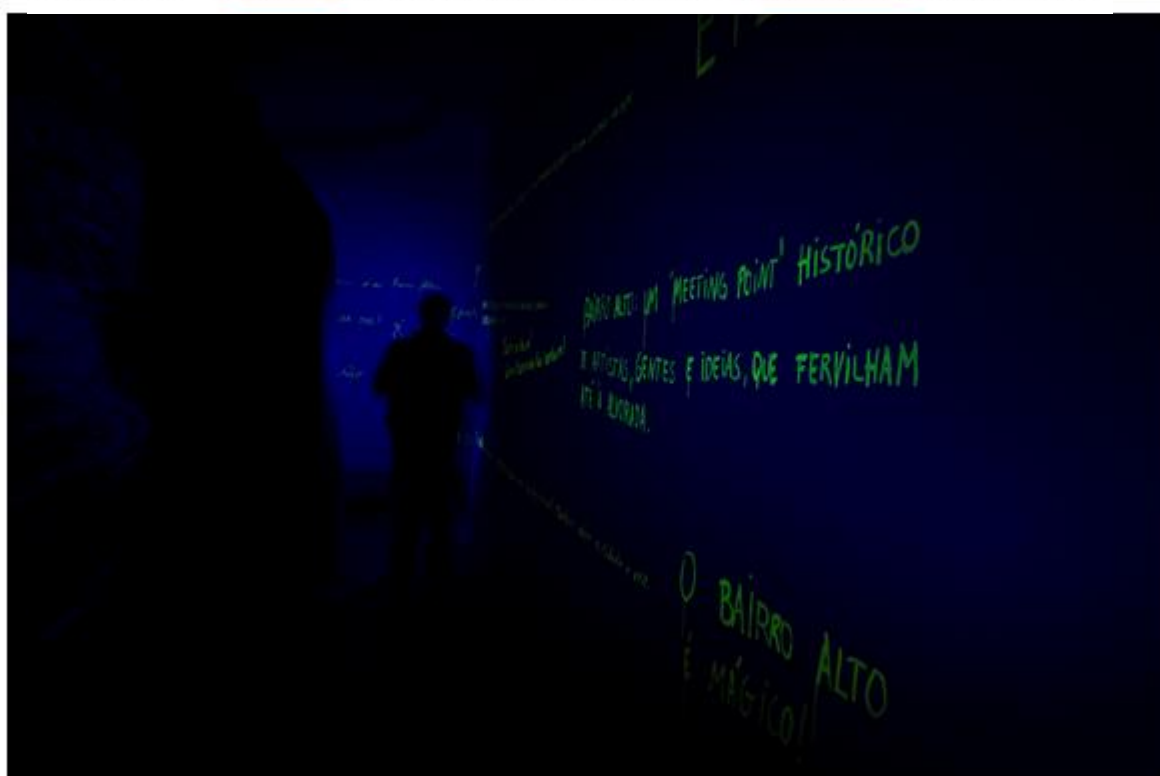


Figure 13



Figure 14

5. Concluding note

This paper objective was to discuss the relation between urban interventions, informality and public sphere appropriation, analyzing the way informal artistic dynamics can contribute to urban re-vitalization and to the enhancement of real creative milieus. Drawing on a research-action based methodology, the results and impacts of three experiences of urban intervention developed by the authors, in three consecutive years, in informal urban contexts in Bairro Alto, Lisboa, were explored. These ephemeral artistic interventions introduced in the city new spaces of public use, performing different public and private spaces, and bringing them to the public sphere, creating also “new” zones that re-gain a utility in the city, contributing to the vitality and symbolic centrality of this area. Blurring the ambiguous and flexible boundaries between public and private spaces, and evidencing the usual conflicts verified on this kind of creative milieus, it was also possible to launch the discussion on how to keep these places as vernacular as possible and to avoid (or at least postpone) gentrification processes.

Drawing on a conceptual framework which acknowledges conflict and informal dynamics as drivers for artistic vitality, we discussed the evolution of artistic intervention in the public sphere, and these particular experiences of ephemeral urban appropriations on cultural districts. Evidencing the importance of those dynamics to urban vitality, but acknowledging also the relevance of liminality processes and distinction-based mechanisms which are essential in the structuring and development of all art worlds, the artistic interventions enabled us to understand better the functioning of creative milieus, such as cultural quarters like this one, and its attractiveness and potential for public sphere centered participatory artistic interventions.

Ephemeral artistic interventions, in contemporary cultural and social panorama, are undoubtedly important, in a moment that is not possible to think in large projects such as happened in the past. Micro-scale projects developed often on an informal and ephemeral way can be fundamental contributions to the dynamics of each territorial system. Urban interventions and artistic appropriations like these, developed often by multidisciplinary groups, create "ephemeral architectures" that interact (physically and at the symbolical level) with more "permanent architectures", and that can appropriate the city and test innovative solutions, while helping to boost these territories, promoting vitality and well-being, without expending large costs.

Naturally these actions are involved in complex mechanisms, considering their role as creators of symbolic attributes (for the artists, for their interventions, for the places), and the intense network of motivations, interests and use conflicts that are inherent to them. Moreover, many times they can be used and explored (but also instrumentalized) in urban development processes, in an era where bureaucratic processes and personal, corporate or public authorities' interests have different rhythms and ways of working. Cases such as the Berlin one (cf Costa and Lopes, 2013), with the active public policy towards the use of temporary "intermediate uses", are example of how this public sphere can be explored by planning authorities, with private benefits for (at least some of) the stakeholders involved (land owners, artists, users, public authorities), at least temporarily (although at the long term some will gain more than other, as always).

Naturally these dynamics are very important to cities and are often used (or at least rhetorically appropriated) in name of its development. However it is of note that such actions - which are by nature "informal" and "alternative" - should work in this way because it is part of their nature to develop in this way and they would have much less interest if they lose the spontaneity and detract from their identity, that is the way how they appropriate of spaces that are not the most common. Thus, the most important thing is to not want to replicate things, but simply let them happen in the natural dynamics of cities. It is fundamental to understand the roots of these dynamics and, more than support or cherish them, simply to leave them space to flourish and to develop. Creativity is not at all a good friend of excesses on institutionalization and on planning, and as our case studies demonstrate, informality, and specific logics of governance, related to the openness and the tolerance towards the artistic appropriation of the public sphere are crucial factors in its development.

This analysis was expected to provide a contribution towards the development of a new planning agenda for dealing with urban creative dynamics and cultural quarters. In effect, the attendance of these ideas when dealing or intervening with territorially-based creative dynamics, seem to be fundamental. And this does not mean that each one of them can be fabricated for each intervention by urban planners, private investors or public authorities, but instead that each territorial system must be understood in all its specificities and in all its diverse potential. Then, these key factors should be valorized and worked with the local actors, seizing specific governance mechanisms, articulating stakeholders' interests, managing their internal use conflicts, and understanding the vital importance of the symbolic system and place representation, for the diverse users of the quarter and the multiple art worlds. Places open to informality, giving freedom for less formal action and providing space for liminality, avoiding the excesses of institutionalization, seem to be the key for a successful planning activity, as the way pointed by these interventions seem to suggest. As an example, many of the small artistic interventions on urban space or initiatives based on appropriation of local public spheres verified in this kind of situations promote a vitality and an authentic connection to place and local dynamics which are much more consequent in terms of effectiveness and long term sustainability

for local development than more “conventional” or “institutional” “creativity rhetoric”-led initiatives, branding creative quarters, supporting the attraction of creative people or promoting emblematic facilities or flagship events. And after all, they are much more affordable for planning authorities as well.

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Cappadocia: the current issues in planning a World Heritage Site*

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The cultural heritage landscapes are facing many threats. These threats can be focused on the human effects simultaneously on the nature. In special cases the threats due to the nature's and human's effects, can be together and simultaneous. The effects of threats is widening; the problems of protection are becoming increasingly complex. Cappadocia is a significant example for this situation.

Cappadocia in terms of natural and cultural values, with transcultural continuity of daily life, say semi-troglodyte, in cave houses, is a unique masterpiece of nature. The permanent contributions of humanity throughout history have transformed Cappadocia, from a natural area of the simple rural life troglodyte, to a World Heritage Site of UNESCO. The fairy chimneys with their structure easy to dig and shape, are good protectors for cultural continuity created in the natural landscape.

The most essential natural threat that Cappadocia is facing today is the erosion. The life of hoodoos that begins with the birth followed by improving ends with a slow process of disappearance, the cycle of nature. The idea to keep or maintain their shape is synonymous to stop the time.

Moreover, cultural works created in these hoodoos are the most important values and prestigious in the world and certainly their protection is a humanitarian obligation. The tourism potential of World Heritage sites is very important for local people. But the extreme increase in tourism sector oriented cultural values has become a destructive threat. Development plans and regional planning were shaped by decisions and policies that contribute to this development. The trend is to offer cave houses to tourism demands, transforming them to "boutique hotels". Small traditional institutions lose their vernacular habitat, gradually transforming to holiday villages. All tourism industry players support this trend and nobody complained. The urban and the

regional planning activities tend to promote a tourist-oriented tourism to be stepped on protective measures against tourism-based threats.

The current reality is that the rewarding collaboration between man and nature has become a process of destruction. This is the paradox of contemporary protection planning, while local officials prefer instead of trying to solve the problem, to improve the management of this process.

As we already said, it is difficult to frame the issues of tourism. Finally we want to draw attention to a few key points. The geomorphological structure of the region, the rocky terrain of the cultural landscape should continue to live in their authentic natural conditions; that is to say, we must ensure ecological continuity to facilitate the preservation of rocky environments in the region, which means going beyond mere sustainability. Beware of plans for urban renovation and revitalization projects strong structural destroyed hoodoos and especially of those who are to rebuild from scratch with modern technology and contemporary materials.

Establishing a balance between conservation and use is an expression of sustainability. By cons, approaches that propose to establish links between these two concepts generate an interpretation of a highly economical form; the concept of "use to keep" destroys the natural and cultural values. In the area of planning of cities and historic villages, the balance between supply and demand must promote conservation and must not grant protection for the sole purpose of increasing economic gains. So the question is a cruel way: the reality of the obligation to have a well developed economy in order to speak of sustainable tourism and permanent preservation of universal values. This proposal is very naive in the current situation of the world economy especially the capacity planning in emerging countries. In this case, you can change the axis of reflection by guiding us towards good governance, with integrated planning, which is still a dead end for these countries.

The good governance with urban planning is probably a function of democracy. Especially because of the absence of subsidiarity, World Heritage site management plans remains an obligation that we must meet to be included on the World Heritage List. The direction of the management of sites then remains as a municipal sub-department and site managers as municipal employees. The foundation of the site

management, the development and implementation of management plans are not sufficient to achieve effective conservation of World Heritage sites. We need management bodies that have the authority and decision-making responsibility. And we must carefully monitor the effectiveness and question the functionality of urban planification and management plans of the sites as part of the work of preparation of periodic reports.

Therefore, if the approaches and understandings of planning and management will remain in the same condition today, cultural landscapes, historic towns and villages with its tangible and intangible values seem doomed to extinction. The essential purpose of this article, based on the author of eight years experience in the official Committee for the Protection of Cappadocia, is to discuss with its copies, provide sustainable protection for the problems and solutions to protect the values of the World Heritage property.

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Urban revitalization and social control - the case of *Praça da Liberdade* in Belo Horizonte - Brazil

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The state capital of Minas Gerais, Belo Horizonte, and the *Praça da Liberdade* (Liberty Square) were inaugurated in 1897, celebrating the republican values, at the expense of the image represented by the colonial city of Ouro Preto, the former capital. Around the *Praça da Liberdade* buildings were built to house state institutions such as the Government Palace and the state departments, in addition to the public archive and library. This place, since its inception, was established as the political center of the state of Minas Gerais. Due to the socioeconomic growth of the new capital and the inherent administrative functions, the buildings around the square were shown small to house the volume of administrative services and, in 1997, a project was developed to change the use of buildings, prioritizing cultural activities. The implementation of the project foreseen a partnership with the private sector, and for this would be transferred the management and maintenance of most cultural facilities to be created. After more than a decade of debates, in 2010, it was inaugurated the Cultural Circuit Liberty Square - CCPL, composed by twelve museums and cultural centers.

This research aims to analyze the impact of revitalization actions in the *Praça da Liberdade* influence area and its appropriation by tourism. To attain the goal were conducted interviews with institutions that make up the CCPL, a structured questionnaire with managers from thirty-five outlets located in the Square influence area and a literature review regarding the formation of cultural territories, urban revitalization with emphasis in cultural facilities and the anthropological critique of urban renewal processes. Of exploratory nature, the research is justified in order to know in depth the effects and impacts of spatial concentration of cultural facilities in a particular place, which occurred within the last five years.

The study explores the concepts of city, square and urban revitalization, considering square a symbolic space of unrestricted access and informal uses (Gastal, 2006) where urban life happens (Carsalade & Lemos, 2011) understanding the city from a *lefebvrian* perspective, that is, the urban as a way of life (Delgado, 2010). Criticism from sociology considers that the dynamics of urban regeneration follows a neoliberal logic, where the participation of the government as an arbiter in social conflicts and intervening in the economy should be minimal, while its performance for the proper functioning of markets should be prioritized. The association between capital and public policies resulted in the transformation of both human and morphological faces of many cities, thus favoring the revitalization of central or peripheral areas that have been popular and that re-qualify as residential, as commercial areas of high income, or are placed in service of new industries and information technology (Delgado, 2015), including tourism. The intention of urban projects is the control of real urban life.

The role of art and culture in the revitalization process is to improve social conditions, multicultural tolerance, but also to stimulate economic growth through urban cultural development projects anchored in the proliferation of museums for cultural tourism (Yúdice, 2013; Bille & Schulze, 2006).

The survey results showed a transformation around the *Praça da Liberdade*, we note a specialization based on culture, a cultural territory in which the presence of brands associated with museums were observed, real estate *prices* increasing and gentrification signs. The image of the city of Belo Horizonte as a cultural metropolis is strengthened, although the presence of tourists is small (11.5%), converging with results presented by other public museums where most visitors is made up of residents (Faria, 2015). It was found that the history and location of the *Praça da Liberdade* favored and favors a public from higher layers. Urban revitalization anchored in the culture is leading to surrounding gentrification process, turning the Square in a controlled place, with restricted access and uses formalized.

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Photo 1 – Praça da Liberdade



Source: Website Circuito Cultural Praça da Liberdade.

Initial considerations on orthodox and heterodox theories of heritage conservation

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This paper aims to make an initial reflection on the differences between the different theories of cultural heritage conservation. Seeking thus to contribute to the analysis of contemporary challenges of planning built heritage conservation in Brazil, by recognizing the *dichotomy* between *orthodox* and *heterodox* theories of conservation (meaning of Lixinsky and taken over by Wells, 2015).

In the heritage conservation management field as well as in the academic field of research on heritage preservation in Brazil, difficulties in the application of the principles and assumptions of the property cards and other official documents of which Brazil is a signatory, as UNESCO's Conventions, for example, are often criticized. The basic law of preservation of the Brazilian national heritage (Decree-Law N° 25/1937) and conservation practices are based on a theoretical framework of European origin, whose same premises date back to the pioneering efforts of heritage conservation of the Renaissance in Italian *Quattrocento* (Choay, 2001). Far from denying the importance of the trajectory of heritage preservation in Brazil, which saved numerous monuments of destruction in its heroic phase (Fonseca, 2005), it must be recognized that today, in the face of intense social and urban changes in globalized cities, we face with huge technical, social, cultural, political and economic challenges in the field of heritage conservation.

What we believe is behind such challenges are the difficulties of understanding the ideological conflicts underlying the relations between actors and decision-making processes relating to the planning of heritage conservation. Doglioni (2008) says that there is not only one definition or restoration *idea*. We can also say that there are several ideas of conservation and restoration, always linked to different cultural contexts. Therefore, conservation and restoration do not exist in *itself*. Several authors

argue that conservation and restoration should be questioned, at the risk of remaining entrenched in the academic field or hidden behind the "bureaucratic shields" and regulations.

We believe that the conservation project, including restoration, in fact, happens in a much broader extent, in a field which, in practice, extrapolates the formal and technical document. The designers seek to establish their discourses in widespread restoration theories, institutionalized by governments: those characterized as orthodox and that experts and managers of conservation are required to put into practice, according to Wells, 2015. We believe that much of what constitutes the project conservation in a broader sense, takes place within the flows of decision-making. In other words, we think the conservation project as construction of knowledge about cultural property is actually produced by all stakeholders, including not only professionals from the private sector, public officials, managers as well by users of listed buildings, which may often diverge and / or not appropriate the initial theoretical assumptions of the project, or understand them totally differently.

We believe it is necessary then to overcome models usual academic interpretation, demystifying the idea that traditional theoretical principles of conservation and restoration have been interpreted improperly and systematically misapplied by all the stakeholders involved in the implementation of conservation policies. The aim is decolonize the thought and try to seek alternative ways to better understand the multiple interpretations of observable relations between the theoretical assumptions, the methods specified and those actually implemented in different ways to conserve and restore. For that, we need to somehow recognize the consequences of perspectives solely focused on the listed object or restorations whose planning are restricted only to the expertise and specialists professionals. Among the challenging consequences, we have: the lack of participation of interested communities who should be directly involved in the planning of the conservation of historic areas they inhabit and the "revitalization" of these central areas and its consequent gentrification processes.

The reflections and studies on the differences between the orthodox and heterodox theories of conservation, the work of authors such as Lixinsky, Muñoz Viñas,

Wells, Carsalade, can help us better understand the relationship between cultural heritage and society. How are shaped the decision-making processes in the field of conservation? How do it relate agents / individuals involved and what are their different motivations in decision-making related to conservation planning? For what and for whom is the cultural heritage being conserved?

It is also worth questioning how the assumptions of the theories and its methods are in fact re-appropriated and reinvented. And how, in the space of restoration, these assumptions and their corollaries are tested. It is very questionable that nowadays, the official theories are our unique "lens" or explanatory frameworks for the study of cultural heritage conservation in Brazil. Based on the recognition of the semantic, conceptual, operational difficulties that a Eurocentric view of conservation imposes, what new possibilities and perspectives can be opened?

Several of us who operate in the field of conservation have noticed that many of the heritage conservation charters cannot be considered universal: sometimes they just do not make sense in some specific situations and certain cultural contexts. Wells (2007) studied the cultural meanings of the heritage conservation charters and shows how some of their 'truths' come from concepts of objectivity and rationality that have been historically constituted as a perspective that excluded many other ways of thinking. From there, this work seeks to recognize the *conflict* (Miraftab, 2004; Vainer et al, 2013) underlying the different conservation ideas. From this new perspective we could at least glimpse the perception of something still very difficult to be carried out, according to Wells (2015): make social sciences and heritage conservation worlds talk to each other and connect.

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The politics of spatialising shared pasts in (post-) colonial and diaspora times

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This study investigates issues of mutuality in post-colonial heritage, with a specific focus on the Palestinians who returned to Palestine in the temporary period of peace (1993-2000) and those who remained and continue to endure the colonisation. With the signing of the Oslo Agreement in 1993, the Palestinian Liberation Organization (PLO) and the State of Israel agreed to end the First Intifada (1987-1993), or “Uprising” against the Israeli occupation of Palestine in 1948. The Palestinian Authority (PA) was established as the legitimate government of the Occupied Palestinian Territories (OPT), constituting the West Bank and Gaza Strip. Around 100,000 Palestinians, who had been living in the diaspora since being ‘ethnically cleansed’ (Pappé 2006) during the Israeli occupations in 1948 and 1967, were allowed by the Israeli government to return to the OPT (MPC 2013, p.1). Some came only as temporary visitors, travelling under the passports of their new nationalities, but many came to stay. They returned to what they still remembered as their homeland to search for their roots, history and identity, and to contribute to the restoration of Palestine. During their exile, they had sustained their identity through the memories of what they had lost.

Upon their arrival, the returnees were confronted by significant socio-spatial changes as well as the large scale of destruction in the OPT. Those who had remained in Palestine, and had suffering internal displacement or had held on to their original homes despite the occupations, called themselves the *samedeen*, or “the steadfast”, and had their own experiences and memories. However, both groups found in the Palestinian folklore, cuisine, landscape, monuments, and historic buildings a common socio-cultural ground where they could meet to exchange stories about the

experiences of colonialism and diaspora, to remember the past, to heal root shock and to reconstruct identities. These chronicles were resonant within the new community, as each individual contain elements of the story of Palestinians everywhere (Alshaibi 2006, p. 37).

The returnees embraced an active role in the restoration of Palestine. The majority came to represent two new, relatively powerful classes with access to new and consistent resources (such as funding from wealthy donors): a new political elite fundamentally substantiated by direct relationships with the then PA's president Yasser Arafat, and a new professional middle class inhabiting civil society but with strong political ambitions (de Cesari 2010, p. 54). A cultural struggle between the two classes eventually became evident, over a vision of liberation as well as in conflicts over political power and economy, and over time this conflict spread through all Palestinian society. The contours of this tension took form in the manner 'in which civil society is reformulating itself: the assertion of community-based groups to defend their autonomy against the encroachment of the public sector; the struggle for a free press; the degree of autonomy afforded to the judiciary; the nature of legislation in the Palestinian state' (Tamari 2007, p.7). Some of the cultural elite of the returnees – such as artists, architects, archaeologists, and others with Western educations – set up professional NGOs to initiate development projects supported by international funding.

Conflicts erupted not only among the NGOs and with their allies (local, national or foreign governments), but also with samedeen grassroots organisations and networks that had evolved under the occupation. All claim to have a shared past, expressed by a claimed mutual relationship with the suffering of displacement and loss, commitment to the restoration of the nation, and a craving for care and healing. Yet their interpretations of this shared past diverge, following the discourses, practices, and desires that are tied to their differing experiences under occupation and diaspora. Heritage sites in particular have become battlefields of diverging interpretations and multiple claims on the shared past. The involvement of issues of mutuality in heritage development projects are likely to transform mutuality to dissonance, and divorcing the samedeen from their familiarities and the returnees from their imagined pasts and futures.

These arguments and questions are analysed in relation to two specific heritage sites: Qaryon Square and the Al-Kabir Mosque, located in the Historic City of Nablus, Palestine. Recent heritage development in these two sites resulted in conflicts locally explained by top-down and Western-centric policies. This study showed that such conflicts became inflamed by unnoticed “emotional” and “transnational” relationships of power that revolved around the interpretation of shared pasts between the returnees and samedeen. Professional heritage practices failed to begin with the analyses of post-colonial heritage beyond the dominant stark geopolitical binaries between colonial powers and their former colonies, and to unfold the multiple temporalities, socio-political networks and power relations that characterise post-conflict heritage, and more specifically the heritage of resistance to colonialism. Heritage in this study is conceived as a ‘contact zone’ (Peckham 2003), and used metaphorically to critically engage with ‘what happen’ (Thirft 2009) on heritage sites in terms of experiences, healing and signification in order to explore the possibilities that heritage can offer to manage unsettled memories in ‘places of pain’ (Logan & Reeves 2009; Till 2010).

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Heritage inside out: uses of the past to reclaim the city

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Cities worldwide have always been spaces of difference – individuals from all walks of life negotiate their everyday life in relation to the conduct of others, and organise in groups and engage in politics, virtually and materially, in urban public spaces (Merrifield 2013). Since mid-nineteenth century however nationalist movements have used these spaces to edify the public about a common heritage and future, and to produce collectively shared experiences and a national identity (Smith 2006). These ideological uses of the past have been reviewed in the emerging field of critical heritage studies and described as a process of ‘heritagisation’ (Harvey 2001) through which the past has been ‘re-invented’ (Hobsbawm 1983) and re-used. Smith (2006, 17: 299) sees this process as an “authorized heritage discourse” (AHD) associated with the “grand narratives of Western national and elite class experiences”. The process produced a new form of collective imaginary ‘common’ defining for nation-state cultures and other forms of ‘imagined communities’ (Anderson 1983), yet also expanding with time and gaining partial global reach through UNESCO’s World Heritage Convention (1972) and its designation of “outstanding universal values” to some artefacts, be they tangible or intangible (Hammami 2012). Potential heritage that falls outside the desired narrative of value may in the process be cleansed, destroyed, or neglected (Baillie 2013).

In principle, and increasingly in practice since the 1960s and the following the various forms of resistance to “the nationalisation of the ethnic” and the socio-political exclusion of sub-identities, new plural heritages of non-Western, non-national, non-

elite etc., have been added to those of ‘universal’ national and/or global value. Despite the growing representation of the marginalised sub- communities and cultures in space and heritage making, the critical questions of ‘whose heritage’ to conserve (Tunbridge 1984) how to ‘share it’ (Ashworth 2011), how it transcends everyday life (Pullan & Baillie 2013), and how it challenges people identity (Hammami 2012) have nonetheless remained unchallenged.

This study dwells on the argument that there are tensions between present policies and forms of management of a past treated as a given yet increasingly contested and seen as heterogeneous, and between the inevitable diverse interpretation of the past (Ashworth 2007) in relation to urban planning processes that either delete the past or dilute its contents and homogenize what remains. It also sees heritage and resistance as deeply entangled in everyday negotiation of identity and sense of place. Rather than defining resistance solely as an ‘opposition to power or as people fighting back in defence of freedom, democracy and humanity (Pile & Keith 1997), resistance in this study is also seen as plural, malleable, evolving, productive, fluid and integrated into everyday social life, as well as, transforming societies and history (Vinthagen and Liljan 2007). In this sense, resistance is becoming part of everyday life affecting policy making, and heritage is becoming cultural practices through which the past becomes expressed and represented in built environment rather than narrowly regarded as “culture” or “physical built environment” (Cesari & Herzfeld 2015).

This study is part of a bigger research project that investigate the ways heritage and resistance, both as concepts and as empirical realities, are fundamentally interdependent and constitute multiple sites of conflict. The field research in the project includes case studies from Sweden, Palestine and Turkey. Focusing on the Swedish case, this study investigates the resistance movement that began sparking in the late 1960s against the implementation of large-scale urban renewal projects in the working class neighbourhood of Gårda, located in the centre of the city of Gothenburg. After long history of protests, the resistance movement recently succeeded in mobilizing a political interest in protecting the historic environment of Gårda. Methods of discourse analyses have been employed on texts, dialogues, actions and spatial practices to

uncover how the activists could express the historic values of Gårda and subvert the authorized heritage in policy discourses and documents. The analysis of resistance through heritage brought new insights to the current debates on the growing surge of social conflicts in public spaces and on the role of planning and heritage authorities in the face of these conflicts.

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From intentions to consequences in urban design: comparing TOD design guidelines versus actual implementation in San Diego, California

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Purpose

Urban design and planning initiatives are filled with well-meaning intentions, such as the preservation of historic assets, creation of compact and walkable residential neighborhoods, generation of low-energy and low-impact patterns of development, and types of urban form that promote greater choice in modes of transportation, including access to public transit. However, what matters ultimately are the consequences, more than the intentions, of such efforts. In other words, a key measure of the relative success of such initiatives is whether they have actually had an impact once they are implemented and built. Thus, it is important to understand the on-the-ground impact of well-meaning urban design guidelines as they are translated into built form, as well as the effectiveness of mixed-use transit-oriented developments located within low-density automobile-oriented contexts.

Case Study

This research project examines the relative effectiveness and subsequent impact of two pioneering and related urban design initiatives. In 1989, the City of San Diego became one of the first American cities to propose citywide transit-oriented development (TOD) design guidelines. Formally adopted by the city as public policy in 1992, the *TOD Design Guidelines* were intended to pursue an urban form that includes a pedestrian-oriented, mixed-use multimodal transportation environment. In 1992, the Rio Vista West project was conceived as the first new transit-oriented development project in San Diego. Completed in 2006, Rio Vista West contains over 1,000 residential units, 325,000 square feet of retail development, 165,000 of office space,

and amenities such as a 2-acre park and a day care center. The project is located on the San Diego trolley's Blue Line in the Mission Valley area. Both initiatives were the first of their kind, and both now have a nearly 20-year history from conception to implementation that can be evaluated and learnt from. This case study analysis included interviews with key actors, site visits to the project and extensive photography, study of government policies, design guidelines and master plans, literature review about the design of TODs, and a review of newspaper articles.

Findings

One finding of this study is that planners working for the City of San Diego not only had a pioneering vision embodied in the *TOD Design Guidelines*, but that they also pursued a number of different strategies to implement that vision. To give the *Guidelines* real teeth and have a city-wide impact (rather than only on isolated projects), they incorporated the design principles into documents that carried greater political and legal weight, including the City of San Diego's *General Plan*, *Street Manual*, and *Land Development Code*. For Rio Vista West, they worked proactively and closely with the master developer and master planner to ensure consistency with the *Guidelines*. In this respect, the San Diego planners clearly understood the vital relationship between intentions and consequences in urban design.

Another finding is that a project-based approach for designing patterns of urban growth around transit has the potential to create vibrant, walkable neighborhoods that can serve as prototypes for many other TODs. However, the approach has its limitations, as Rio Vista West has shown. The challenges are the larger system of designing and building cities, and the prevailing attitudes that govern these systems. For example, as in Rio Vista West, American street standards and widths tend to be shaped by outdated engineering standards for vehicular rather than pedestrian flows and by the fire department requirements, such as the turning radius of a fire truck. The pedestrian orientation of the development, which is essential to a well-connected and lively development, is seriously lacking in details (e.g. lack of crosswalks and traffic stop signs where there should be one, blank facades along major sidewalks).

A third finding of in this research is the need to clearly prioritize the pedestrian. Regardless of our modal choice of transportation, every trip begins and ends on foot.

Many policy documents such as the *TOD Design Guidelines* include pedestrian-friendly designs, such as tree-lined streets or clearly marked crosswalks. However, suburban-style developments with these design elements remain car-dependent communities because they are still designed for the car. If a TOD is to act as a true urban village, it must put walking first; streets must be welcoming to the pedestrian and the streets must be appealing and safe. If neighborhoods are built in a way that encourages people to walk, transit use is more likely to increase. The key to walkability also lies in the details at the building scale (e.g. transparent facades on the ground floor that contain pedestrian-oriented activities) and the infrastructure scale (e.g. painting crosswalks and putting up a stop sign for vehicular traffic in order to encourage pedestrian flows from the residential to the retail).

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Informal morphology: investigating the internal structure of spontaneous settlements

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The urban outburst of the twenty-first century is mostly happening in the Global South, and yet it is still regarded according to western planning theories (Roy, 2005) with a truly design orientated view of urbanization. This reveals the inability of the urban disciplines to be adaptive and responsive to the alterations of the cultural and economic context of cities over time.

As a matter of fact the emergence of a globalized, large-scale system of city production in the neoliberal economy, which Alexander has shortly named “System B” (Alexander, Neis, & Moore-Alexander, 2012), accompanied by the expanding power of administrative bureaucracies on urban life, has spread patterns of alienation and impersonality among urban residents (Weber, Martindale, & Neuwirth, 1958); and encouraged *socio-spatial fragmentation and divides in cities* (Watson, 2009).

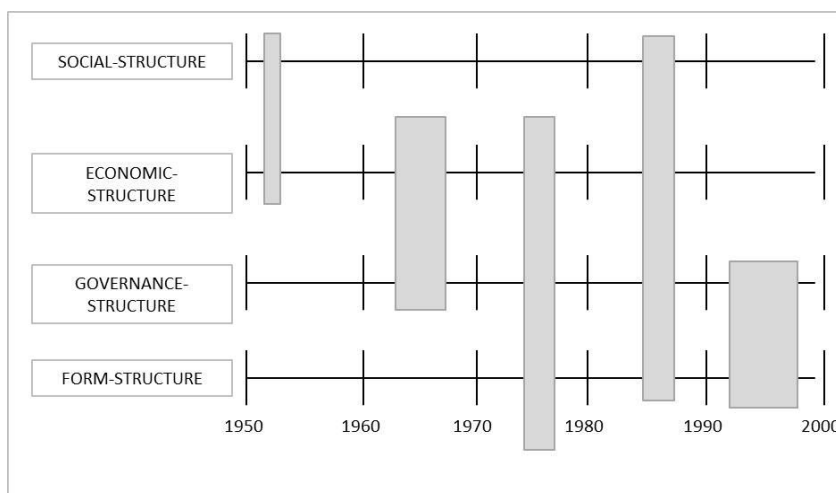
Under this perspective, unplanned or otherwise informal developments around the world, emerged out of forms of less-planned development if not sheer improvisation, have often proven to result in positively underpinning vitality and prosperity in urban change at many levels (Landry & Bianchini, 1995). Current studies on informal settlements explore aspects of their social, economic and physical character, such as housing and community, land tenure, policies of occupation and acquisition, location, size, boundaries and quality of construction materials; however ‘*there has been little effort to develop a model of the internal structure based on the Latin American urban experience*’ (Griffin & Ford, 1980).

Our own research preliminarily identifies the lack of an urban morphology point of view that draws on the tradition in the understanding of informal settlements as a gap of knowledge that is relevant to our ability to deliver effective policies of urban

regeneration, especially in the context of the urbanization of the Global South, against the self-referential strategies of public service provision that resulted in several failures (Balducci, 1996).

Consequently, bearing in mind the notion of the city as a complex organism made of units in constant relation with each other and with the whole, we intend to analyse both the physical product – the form – and the non-physical processes – these being defined as ‘*the interrelations between humans and physical features*’ (Kropf, 2009) over time.

We implement a three-step procedure: *i)* identification of a *conceptual framework* based on evidence from literature review and secondary research, *ii)* *test and review of the conceptual framework on the ground, through a case-study research on real informal settlements in Lima, Peru*. Cases will be scrutinized in order to develop a four-partite model of their development over time from the 1950s to our days, looking at their form as well as social, economic and political structure. On-site investigation will be undertaken including mapping, direct observation, cadastral and archive surveys, and face-to-face interview. The structural analysis will be addressed at five scales: a) the *unit*, b) the *building*, c) the *plot*, d) the *block*, and e) the *settlement* (comprehensive of public spaces and street network). *iii)* Finally, maps will be produced and commented, that we name Temporal Settlement Matrix, which bring together in a visually unitary model the evolution of the four mentioned structures at the five mentioned scales.



Conceptual diagram of the overlapping structures in time

The definition of the analysis structure establishes our research firmly into the field of urban morphology (Whitehand, Gu, Conzen, & Whitehand, 2014). In particular, we draw from the “Caniggian” tradition the aforementioned multi-scalar structure of the geographical components to be analysed (Caniggia & Maffei, 2008), which shapes the definition of our model. On the basis of this scalar hierarchy, the parallel hierarchies of their social, economic and political structures will need to be worked out. Initial assumptions have been developed concerning which these should be; however, this largely remains matter for the further development of our research, especially the fieldwork on real settlement.

The fieldwork will take place in Peru, an interesting demographic context, for it is representative of Latin American fast-growing predominantly urban areas. In particular few settlements among the *Barriadas* or *Barrios Jovenes* at the outskirts of Lima will be analysed and compared.

It is hoped that the results of our research will contribute to expand the evidence on which the evolution of informal settlements is understood, by means of a specific urban morphology perspective on it.

Ultimately, our goal is to devise, in the way informal settlements still grow and evolve as a vehicle of social and human change, more general patterns which may inform urban planning in the Global North as much as in the Global South, following a line of thought that comes from Turner (Turner, 1976; Turner & Fichter, 1972) and Koenigsberger before him (Koenigsberger, 1986) and links up to the current debate on the “right-to-build” in the UK (Parvin, 2011).

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Manifesting the unintended outcomes of transforming an inhospitable place into a vibrant neighborhood: the case of Liljeholmstorget, Stockholm

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To enrich the quality of urban spaces for social encounters is receiving a considerable attention in Stockholm and in most of current development processes. This paper aims to provide analysis about the provision of social qualities through macro and micro strategies in transformation of urban spaces to become meaningful places, to underline the mechanisms and structures behind the actual space. Both empirically and theoretically, the research discusses the ways public spaces are conceptualized implicitly by planning intentions, and explicitly by design of the physical environment. Through a critical but constructive perspective to the urban practice status quo in transformation process, the paper develops analytical expressions for shaping public places, their qualities and nuanced relations expected in everyday practice. To achieve this goal, this study applies Liljeholmstorget transformation project, as the representative case around densification policy in suburbs of Stockholm (1996-2009). The development strategy aimed at creating a transport hub to become *more city like*, means to achieve ‘diversity and shifting the industrial image’ by mixed-use blocks including: public services, residential, few offices, shopping mall, parking, and open spaces. Nominated as a best practice for “an important planning task in sustainable urban development”, the City was rewarded in 2010 for the transformation of “high quality, with integration of functions and realization of the vision for a safe, pleasant, and vibrant urban spaces”. The study examines the quality of public places, particularly manifesting the unintended patterns and ways, which different groups interact with the space and each other. Ethnography was used as the primary method of data

collection for reviewing the archives, and published reports. Besides, interviews with planners and designers investigated the insight into the mechanisms influence their reasoning. Participant observation was used to examine people's practices and meanings, and physical traces, which recorded by photography and notes. The *good* collaboration between transport system and urban planning at Liljeholmstorget succeeded to transform an inhospitable place, but the findings are far to recognize a vibrant neighborhood. The study presents a taxonomy of unintended outcomes, in three patterns: spatial, functional and symbolic. The analysis of the mechanisms that caused and shaped each pattern show the power of practice as well as agencies. It reveals the known gap between environment-behavior studies and urban practice, however, points out the lack of conversation between the key actors of each profession, and the need of a language that could present the consequences of macro policies in people's micro relations. The findings critically highlight the power relations in urban practice for shaping spaces, impeding proximities, limiting behaviors, and commodifying users' urban experiences. On the other hand, it emphasizes the power of people's desires in constructing socio-spatial and temporal relations with the space. By mapping out the unintended outcomes and miss-achievements, this research also suggests rethinking the success of urban practice beyond of analyzing either the outcomes, as a behavior setting, or the intentions of planning and design process. The results show that the former is narrowed to symbolic aspects and number of users (even commuters), and the latter is celebrated by the relevant challenge and emerged goals of the time in each phase of the transformation process. It highlights that urban practice should be an ongoing process, between macro intentions and micro experiences in order to be successful in transforming urban spaces into meaningful places.

Understanding perceptions of heritage in living places: the case of Greek traditional settlements

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The reconsideration of heritage from a given 'object' with pre-defined meanings and values, to a process constructed, enacted and performed by individuals, based on their current values and needs has been receiving an increased interest (Ashworth 1994; 2012; Lowenthal 1985; Smith 2006; Schofield 2014). Indeed there is a wide consensus on the idea of heritage, in the context of urban places, as the result of deliberate selection rather than as an ontological reality of intrinsic and uncontested worth. Within this frame, examining people's perceptions of heritage is of seminal importance in understanding what heritage is about and for what reasons (Graham, Ashworth and Tunbridge 2000; Stubbs 2004).

However, it is often authorised views in identifying and qualifying something as heritage that still dominate. Authorised views of heritage, as expressed via conservation policies, have been questioned about their capacity to respond to local needs and to represent locals' meanings and values. Schofield (2014) argues that since heritage relies on personal perceptions and interpretations everyone may be an expert, in a sense that everyone may have his/her own insights regarding the 'object' and 'value' of heritage. In this respect, examining the way that heritage is perceived not only by experts but also by lay people may contribute significantly to understanding what heritage, within a context of place, is about and why.

This research examines the way in which people perceive heritage in living heritage places focusing on Greek traditional settlements. Despite the increased interest in examining the ways by which people perceive heritage (Smith 2006; Paillard 2012; Ashworth 1994), knowledge on lay-people perspectives of heritage in conjunction with these of experts within an area is still limited (Larkham 2000; Pendlebury 2009; Borer 2006). In this respect the study contributes to first hand

research, which is in its early stages (see Smith 2006; Schofield 2014). Indeed a number of studies remain at theoretical and abstract level reflected in generalising theories rather than grounded examples (Borer 2006; Hubbard 1993). It is however these examples that could reveal how individuals and groups think, 'construct' and make sense of heritage, thus contributing to the democratisation of heritage (Smith 2006).

The conceptual framework uses a qualitative perception-based approach in which the different aspects of perception are examined. It is found that this may contribute to the way in which perceptions of heritage may be examined in future research. Responding to inquiries about the 'what' and 'why' of heritage, 'for whom' and 'whose heritage we are talking about' (Howard 2003; Smith 2006) the study explores the factors that affect the identification and appreciation of heritage and the role of conservation policies in these aspects. The research focuses on Greek traditional (pre-industrial¹) settlements, which flourished during the period of Turkish occupation in 18th century. The reasons for selecting this specific context are numerous. Greece is a country rich of heritage places, providing the advantage of selection among a number of places. However heritage has hardly been subjected to a systematic theoretical account (Loukaki 2008, p.6), while perceptions of heritage within the Greek context remain an unexplored field. The few studies on Greek heritage focus on ancient sites (see for example Loukaki 2008) rather than on more recent heritage places, such as traditional settlements which indeed abound in the country.

The methodology employed for this study is a qualitative approach to perceptions of heritage and conservation through a case study of Greek traditional settlements. The main fieldwork took place in six traditional settlements in Mount Pelion in central Greece. In depth interviews were the main method of data collection in this study. Two were the main target groups, residents in traditional settlements on the one hand and experts, on the other. In total 80 in depth interviews were carried out, 72 with residents and 8 with experts at central and regional level of administration. In addition, 3 focus groups with local residents were conducted.

¹ the industrial era in Greece does not match the industrial era in the rest of Europe and US, as it basically starts in 1920's

Drawing on both similarities and differences across perceptions of experts and residents, rather than focusing on differences as in the case of relevant studies (see Schofield 2014), the thesis explores factors that may shape perceptions of heritage and the way that conservation policy may further affect these perceptions. It reveals that these are not three different aspects which can be explained through single independent factors alone, but they are interrelated forming people's perceptions of heritage. The research indicates that the way in which people perceive heritage depends on a dynamic relationship across the identification, evaluation and conservation of heritage and on a multiplicity of influential factors behind these processes. Examining both experts' and residents' perceptions in six traditional settlements, the study indicates that heritage may be collectively and individually perceived, as evident through the similarities and differences among participants. Expanding the idea that heritage exists as a collective and individual construct (Lowenthal 1979, p.550) the study shows how heritage may be a collective construct influenced by individual perspectives. The examination of both experts and residents' perceptions adds to our incomplete knowledge about the extent to which these two groups understand the concept of heritage likewise. This suggests that their distinction as often presented by other studies may be inadequate in explaining the way in which heritage is perceived. Overall, the research contributes rich empirical evidence to the conceptualisation of heritage as a social construct.

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Post-privatisation (residential) landscapes: the case of spatial secessions in neighbourhood of Starčevica, Banja Luka, Bosnia and Herzegovina

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1. Statement of the problem

In 2001, privatisation of socially owned apartments was initiated in Republika Srpska (one out of the two post-war emerged entities of Bosnia and Herzegovina, here referred to as 'the entity'). The process, which was considered an integral part of political 'preparatory strategies for the inevitable economic and political transformation' (Petrović, 2001, p. 216), resulted in variety of socio-spatial changes, producing 'more serious negative (social) effects than expected' (Petrović, 2005, p. 10). *The new post-privatisation era* was first and foremost characterised by the *epidemic of the new means of behaviour* of local population, who started setting themselves free what was suppressed during the socialism – e.g. 'personalism, spontaneity, fragmentation' (Hirt, 2012, p. 65) by reshaping *their own* apartments according to *their own* needs and, more importantly, *their personal taste*. These informal practices soon became so widespread and highly tolerated that 'one might even hesitate to call them illegal' (Petrović, 2005, p. 18). They led to anarchy and 'overwhelming feeling of disorder' (Hirt, 2012, p. 46), resulting in specific type of illegality I define as *the new residential landscapes*.

2. Objectives

Since no research was ever done on this matter, this paper aims to add more of an understanding on how and to what extent the neighbourhood of Starčevica in Banja Luka, Bosnia and Herzegovina, was changed by the induction of *the external force* – e.g. the phenomenon of privatisation. How has the change of the ownership

pattern contributed to the emergent of the new means of the local population's behaviour and, moreover, what I call *the new residential landscapes*? To what extent have the 'new practices of private usurpation, withdrawal and partition' (Hirt, 2012, p. 49) altered Starčevica? In addition, taking into account that most of the researchers dealing with the (post-socialist) transformation of former Yugoslav cities have so far mainly focused on Belgrade, the capital of Serbia, believing that 'socialist housing policy outcomes were the most visible in big cities' (Petrović, 2001, p. 217), this paper contributes to the body of knowledge by explaining the extent and the outcomes of the transformation of a former Yugoslav medium-sized city of Banja Luka.

3. Methodology

The paper analyses various academic works dealing with the processes of post-socialist transformation, as well as laws, legislations and studies related to former Yugoslav housing system and the housing policy of the city of Banja Luka itself. Significant amount of the data is obtained from the press reports. However, since the paper primarily aims to get as close as possible to *the human experience*, the author's personal experience of the resident of the neighbourhood is employed in order to obtain *more personal* information, including anecdotal evidences. Apart from that, the online questionnaire is created for the purpose of getting *more personal* feedback regarding the daily life experience of the homeowners. However, the research is largely based on personal observations and the use of what one of the author's former professors, Filip De Boeck, defined as 'the anthropological approach of "the vocabulary of the legs"' – e.g. lots of long walks and photographs taken.

4. Main results and contributions

The paper is divided in four parts. I firstly explain how the neighbourhood of Starčevica *came to be*, in order to point out its significance for the local housing policy, as well as its relevance for the city of Banja Luka itself. Secondly, I describe *the roots of the change*, offering an overview of the process of privatisation, in order to explain why hardly anyone resisted becoming an *owner of their own* property. In the third part of the paper, I describe the outcomes of the privatisation – e.g. the visual change of the neighbourhood and the rise of the *spatial secessions* – e.g. 'the wilful act of disjoining, disassociating, or carving space for oneself from the urban commons' (Hirt,

2012, p. 49). I argue that privatisation served as the catalyst for the emergence of ‘a particular mass mind-set’ – e.g. the one ‘that pursues the perpetual decomposition of urban commonality not only with impunity but also without regrets’ (Hirt, 2012, p. 56). I aim to conclude that privatisation of socially owned apartments in Starčevica led to personal taste being adopted as ‘a significant landscape management canon’ (Czepczyński, 2008, p. 150), which resulted in the *illegality* that ‘attained such an air of banality and ordinariness’ it became the new ‘social norm’ (Hirt, 2012, p. 56). Moreover, I argue that privatisation gave birth to *the new residential landscapes*, which, in broader sense, may represent the example of the shift from *the (socialist practice of) living together* to *the (post-privatisation tendency) of living alone*.

Culture based planning and creative economy framework for indigenous community development

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The concept of creative cities, cultural economy and culture based planning emerged in Europe in 1980's which emphasized the need for culture based plan and demonstrated its benefits in economic development and urban planning. By 2001 the concept was accepted worldwide and adopted across cities of different sizes. This concept gained significance especially during global recession where cities were made to look for alternative creative approach to generate employment and improve quality of life. Cultural activities singly and collectively have become key factors in urban policy and city planning as they can be used to imitate interconnectedly for urban regeneration, place making, urban design and social planning.

Cultural based planning particularly has impact socially, economically and environmentally.

It promotes strong neighborhoods, promotes innovation, environmental sustainability, public health, lifelong learning, public safety, public life safe and improves quality of life.

Conventional planning so far has been mostly driven with economic goal as the focus with popular strategies based on technologies and global perception. Culture based planning gives niche for each city, region to be creative in defining its own developmental growth (pattern), identifying its own parameters and have unique identity.

Culture also enables development. It empowers people with capacities to take ownership of their own development processes. When a people-centered and place-based approach is integrated into development programmes and peace building

initiatives, when interventions in fields ranging from health to education, gender empowerment to youth engagement, take the cultural context into account, including diverse local values, conditions, resources, skills and limitations, transformative and sustainable change can occur.

India as a country has diverse communities and traditional culture and has massive potential for cultural based planning and reviving creative economy. In India, Delhi, Mumbai, Jaipur have been able to reap from their cultural resources. However they do not have structured taskforce at city level to work on culture based planning except for Delhi.

Also, when one looks particularly at indigenous population of the country, may find the large potential for incorporation of culture based planning and creative economy. Nearly one third of the states of the country are dominated by indigenous communities such as Uttarakhand, Jharkhand, North Eastern states. These states have immense potential for incorporating cultural based planning and creative economy strategies however no special intervention have been undertaken except for constitutional protection of schedule V and schedule VI areas. Further, translation of these constitutional rights in urban context is yet to be realized and is unexplored apart from Chotanagpur Tenancy Act.

This paper in particular discusses Ranchi, capital city of Jharkhand in this perspective. Jharkhand region is known for its ethnic communities (constituting 26 percent of the state population) and its cultural vitality. Jharkhand has nearly 35 ethnic communities spread across the region in settlements found both in urban and rural areas. These communities have unique culture of togetherness, love and respect for nature. Gender equity, ancient old democratic system of law 'PESA kanoon', community learning space 'Dhumkuria' are exemplary features of these communities. The unique ideas, beliefs embedded in culture are translated in their folk stories, art, songs, dance, traditional games and festivals. Their distinctive cultural forms can also be seen in their built environment and settlement pattern.

In the urban areas such as in capital city of Ranchi; many neighborhood out of the 74 slums are ethnic villages inheriting unique character translated from their rural life

pattern. These neighborhoods contain enormous potential for cultural transition in modern time and also in providing culturally sustainable economic pattern of growth.

However, with current pattern of growth one can witness extensive transition in the community. The unique culture which has sustained the communities from generation is dwindling and making the communities' identity susceptible to extinctions.

The study focuses on establishing a need for culture based planning and creative economy framework in the region through secondary data analysis. It also maps community aspiration through participatory process. As a final outcome suggests guidelines for framework and strategies for cultural planning and creative economy for indigenous communities.



Traditional practices dwindling from rural to urban shift beautiful artwork done by the santhali women diminishes as one moves from rural to urban setup or sees the temporal transition.





Many of the practices unexplored



- **400-year-old Jharkhand Drummers** struggle to keep trade alive.
- Adharjhor is located in the heart of a dense forest in **Patamda block**.
- The community of **Rohidas craftsmen** from the **traditional cobbler caste** who have been making instruments for the **past four centuries**.
- This **"trade is on the verge of extinction"** because of non-availability of cheap hardwood, animal hide and subsidised government loans.
- Percussion instruments are **used in temples, village and festivals and at 'jattras'**.
- The villagers of Adharjhor supply instruments to temples in **Punjab, Uttar Pradesh, Orissa, Bihar and West Bengal**.
- All that the community of music-makers wants now is **"a permanent space to sell their instruments in Jamshedpur"**.
- They say **"Our instruments are in demand, but no one acknowledges our presence"**.



Exploring alternatives for the redevelopment of peri-central neighborhoods in Rio de Janeiro: an urban design teaching perspective

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Strategic planning has been a means for cities to enhance their ability to attract investment, transforming them into territories that are now essentially understood as real estate profits generators. Acting as a main partner in such a process, the concept of urban regeneration then converges with the rehabilitation of historic centers, an agenda dictated by the postmodern critique and recently reinforced by the concept of 'sustainable city'. The first struggle is culturally driven and emerged as a reaction against the large-scale application of functionalist urban planning precepts incubated in the European context of postwar reconstruction. The second initiative, more concerned with environmental issues, seeks to reorient a whole lifestyle associated with a kind of urban 'product' that had been simultaneously stimulated by the consumer goods industry, especially in North America: the suburban single-family detached house. In both cases, we are talking about a process that resulted in the abandonment of urban centers by the economic elite. In Europe, the return to the city center was initially driven by historical heritage concerns combined with aggressive policies to improve energy performance of old buildings but has since been slowed down by the 'sales success' of these picturesque neighborhoods where the high cost per square meter is driven by the investments strategies of the international financial system (especially in major global cities). This tendency has represented a constant challenge for local governments forcing them to create and make use of legislation specifically conceived to ensure a minimum of social mix. In North America, the propaganda in favor of the city-center has mainly focused on attracting young singles and couples

without children – the famous yuppies – selling them a lifestyle linked to the concepts of 'smart-city', 'creative city', 'intelligent clusters' etc.

Faced with this reality that has widespread all over the world, academic experts evolving in the context of emerging economies such as Brazil seem divided. Some of them support the initiatives oriented towards the enhancement of the city center, claiming, in line with postmodern criticism and sustainability principles, for an ideal compact city restricted to its more central and historically infrastructured areas. Others, despite sharing certain values against modernity and defending the redevelopment of central areas, are bothered with its perverse effects such as gentrification and social segregation. To avoid such negative consequences, they claim for housing rights for the excluded population and more ambitious quotas of social housing in the gentrified neighborhoods. Given the difficulty of imposing such restrictions on over-valued areas, city administrations in the developing world adopt here and there some symbolic rules and/or resort to urban mobility as a way to 'democratize' access to the center and promote the idea of equipping the rest of the city with mass transit means which is consistent with the 'sustainable city' paradigm, which has in turn become an increasingly attractive branding strategy for global capital markets.

In urban contexts with lower levels of social inequality as in countries where the concepts mentioned above were originally created, the system's sustainability is precisely based on these last two forms of action: social quotas for real estate projects in high-valued central areas and efficient public transportation network ensuring relatively quick and comfortable access to the metropolitan downtown where most of the jobs and services are located.

Generally speaking, and within a certain social and economic context, a city model that has progressively transformed the old European centers in a sort of 'theme park' becomes then possible. According to Muñoz (2005), these traditional city centers end up by suffering a process of 'urbanalization'. Grounded in the importation and reproduction of a cityscape designed to foster consumption, these centers surrender to the dominant logics of the 'sugar-free gum', the 'meat with no fat' or the 'cigarette without nicotine' and other smoothness invented to 'soften' and 'secure' reality making it more palatable to the 'average international taste'. In this world ruled by the logics of consumption, "the typological elements like streets and squares that historically characterized the compact

city are being transformed according to a very similar intervention model" into "shopping and leisure centers that are exported to the real city."¹ Theories such as 'Cities for People' put forward by the Danish architect Jan Gehl are then utilized as an alibi by the market and appropriated by politicians because they are convergent (at least partially) with the intention of standardization of the urban space, something that does not fail to refer to the quality labels applied to companies and to any product or process that is likely to become a safe target for financial investments.

In Rio de Janeiro, projects for public spaces, which are part of the Porto Maravilha Urban Operation, follow the same logic. There is no desire to differentiate from the images that populate the reports on urban operations in central areas throughout the world. In fact, as Nadia Someck (2012) reminds us by citing Peter Roberts and Hugh Sybes (2006), they serve as a theatrical stage for a typical tactical feature of urban regeneration in which a well-known designer is invited to create something outstanding and therefore ensure good visibility in the strategic mediatic arena.

The paper claims therefore for the urgency to define alternative urban redevelopment strategies for the already urbanized and infrastructured areas that do not compromise their specific landscape, ambience, local heritage and people's ways of life. To achieve such a goal, we have been constructing an urban design teaching methodology intended to help architecture students to understand ongoing processes as a way to underpin their urban design proposals. The teaching strategy has privileged neighborhoods that are located in the immediate periphery of the city center and were gradually transformed into a belt of poverty around the historic core. The pedagogical proposal is composed by a series of exercises conceived to address different and complementary purposes. The sequence includes video making, role games simulating experts' views and stakeholders' conflicting logics and interests, actual exchanges with local communities and communication skills.

The pedagogical proposal intends to depart from traditional formalistic approaches to urban design by assuming planning strategies and their inherent

¹ MUÑOZ, 2005, p. 83.

interdisciplinary complexity and strong connection to real world issues as a fundamental ingredient of the design process. The experience that has been constantly improved for the last ten years shows through its awarded and published student work that these same neighborhoods that went through a serious process of stagnation and urban obsolescence can now be considered as an open field of possibilities for the construction of a more socially just and sustainable city rather than a mere and abstract playground for the global finance investment system and real estate market conservative recepies.

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How public are they? Evaluating the public accessibility of privately owned public space (POPS) in Taipei city, Taiwan

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Keywords: Privately Owned Public Space (POPS); Publicness; Evaluation Indicators

In modern society, public space plays an important role of the environmental quality of high-density urban areas. The quality of city life highly depends on the quantity, quality, and accessibility of public spaces. There are two types of public spaces from property right perspectives, public-owned and private-owned. The first initiative of privately owned public space (POPS) was taken place in city of New York in the 19th century. The rapid emergence of skyscrapers in the New York City resulted in enormous pressure to the surrounding environment. To encourage private developers to provide more available public space, the New York City Government implemented incentive zoning with the legislation the 1961 Zoning Resolution (Kayden, 2000). This law became the precedent for what is now called privately owned public space (POPS). Similarly, to combat the difficulties with obtaining adequate funding and land for public space, the Taipei City Government provided additional floor area bonus as incentives in exchange for more POPS (Hsia, C. J., 1983) in the early 1980s. This new incentive zoning tool created 537 POPS between 1983 and 2010. At the same time, city of Berlin, Tokyo, Santiago de Chile, Melbourne, Hong Kong, and Bangkok have also utilized similar incentive zoning to create abundant POPS which are provided, planned, and managed by private sectors. According to Webster, under the market operation of Capitalism, land has always been scarce resources, and public space will inevitably become a part the private sphere because of the territorial fragmentation and the shrinking of the “public realm” (Webster, 2007). Predictably, POPS have become considerable sources of public spaces in many cities.

Nonetheless, scholars and the public frequently question the effects of POPS. The common criticisms are: the restriction of social interaction, the exclusion of “undesirable” groups and the partiality for private benefits (Kayden, 2000; Mitchell, 2003). The most common critique is of their accessibility to the public. For instance, in 1997 there was a public dispute over a famous residential development in Taipei. The developers went against the incentive zoning agreement to provide the proposed area for public use, yet they had already received their bulk reward. The city government therefore removed the eligibility of residential applicants (Shie, Y. C., 2006). Moreover, in 2014, Taiwanese citizens held “Occupation of POPS” movements owing to protest the authoritarian ban on entering privately owned public spaces. Furthermore, in the “Time Square Protests” of 2008 in Hong Kong, the openness of POPS was called into question, in which they demonstrated the disappointment between public users, managers, and owners. In addition, Taiwanese Government lacks comprehensive measurements to evaluating the effectiveness of POPS and results in creating disputes amount space managers, owners, and the public.

Research on POPS traditionally tends to focus on different aspects of the issue: the legal approach discusses it in relation to floor area ratio incentive policies, and often cites New York City as a model of this system; from the perspective of Economics, the emphasis is on the shift of urban spaces from the public realm to private ownership; the Urban Design approach analyses the spatial arrangement of POPSs, and their relation to the built environment (Kayden, 2000; Webster, 2007; Wei, Z. C., 1994). In Taiwan, however, research on privately owned public spaces tends to be less complex, only discussing aspects of urban design, quality of the urban environment, and user behaviour when evaluating the ‘publicness’ of such places, and pays less attention to issues of supervision and property rights (Tung, Y. Y., 1999; Chiang, W. C., 1993). Besides, research is mainly based on observation of individual cases, hence lacking in objective, quantitative indicators derived from a large sample, which arouses doubts of subjectivity, and makes it impossible not only to get a full view of POPS, but also to use the results as a basis of evaluating the publicness of POPS in general. Furthermore, since user preferences and behaviour differ significantly in Taiwan and in other parts of the World, therefore it is not possible to use international

indicators to evaluate the degree of public access to POPS in Taiwan (Wei, Z. C., 1994).

The crux of creating POPS in Taiwan is to provide open and usable spaces for the public. However, the citizens cannot participate in the process of the design, and setup of POPS. Because Taiwanese Government lacks effective control, and regulations to supervise the following uses and management of POPS, there inevitably exist huge gaps among the regulations, design of POPS, and reality(He, S. B., 1988). Without explicit evaluation indicators, POPS usually fall into the hand of private uses (Rou, R. H., 2004; CPAMI, 1991). The public in Taiwan frequently criticize the publicness and effectiveness of POPS. In order to gain a better understanding of POPS in Taiwan, and the nature and degrees of their publicity, this research aims at exploring the existing POPS from property rights, management and maintenance tools and users perspectives as the three important factors influencing uses of POPS. In order to establish a quantitative method for evaluating the openness of public spaces. Taipei's Xinyi District is chosen as a research site, because this area has the greatest numbers of POPS throughout Taiwan. In 1980, the first initiative of urban design control in Taiwan was taken place in Xinyi District. With the erection of Taipei World Trade Center, Taipei City Government, and Taipei International Convention Center, Xinyi District became Taipei City Center since 1990s. Under the guidance of urban planning, Xinyi District is the first extensive development area in Taiwan. It's accessibility of public of POPS has indicative significance. Finally, suggestions will be made on the public space policies and public space regulations of the Municipality of Taipei for better POPS usage in the future.

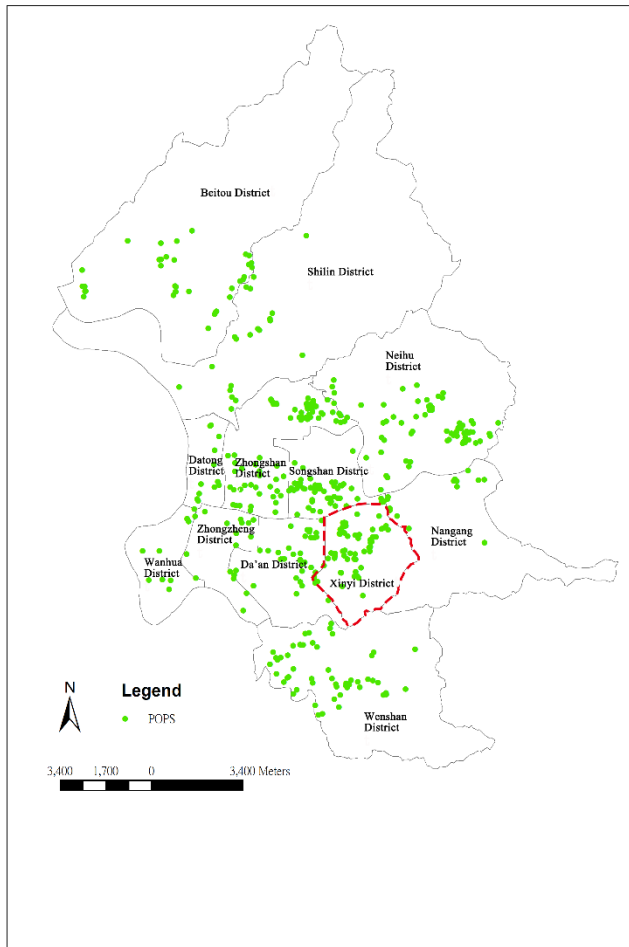


Figure 1. Location of POPS in Taipei city.

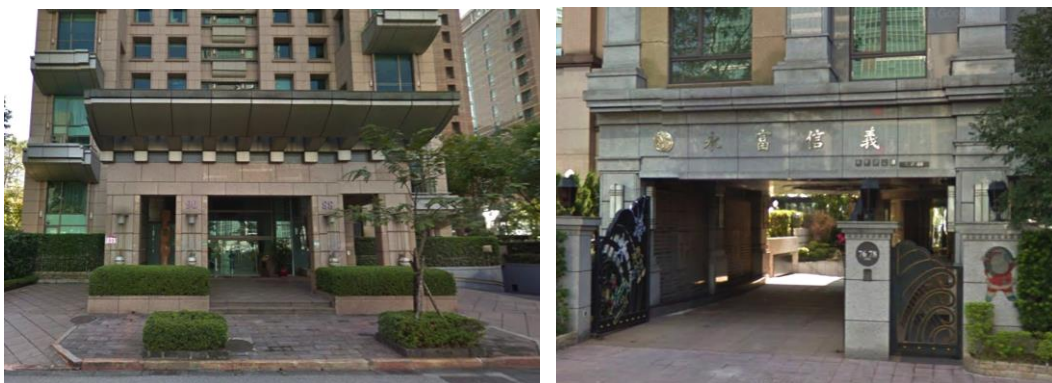


Figure 2. POPS located in front of high rise apartment buildings in Xinyi District , Taipei city.



Figure 3 . POPS located in front of office buildings in Xinyi District , Taipei city.

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Stuck in a present-past moment: the Everyday urban life of public spaces in conflict

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'Good' public spaces generate positive experiences, and encounters with a high degree of diversity within the urban context as explained by Sophie Watson. These public spaces are intrinsic urban components, which have the ability to span across time, and generations. They provide an aesthetic experience according to John Dewey, an enjoyable or intriguing experience, which gets imprinted in memory through the integration of the subject within the public space environment. Moreover, public spaces are conducive to direct or indirect interaction not only with the environment but also with other users as explained by Jan Gehl. Returning to such a public space in the present retrieves the past through memories, and gives the possibility of a repeated experience in the future. Also, public spaces are the mnemonic devices for collective memories as stated by Michael Hebbert; they knit a common ground based on shared social practices as indicated by Henri Lefebvre. In this manner, these spaces are a beacon of hope for social integration in divided societies, noting that divisions are caused by panoply of urban-based conflicts. Exploring contexts in conflict provides the opportunity to further understand the role of public spaces in volatile, unstable situations, which challenge the rights of urban inhabitants to use and shape their public spaces. Contestations among various actors about public spaces- including state authorities, property developers, and different groups of urban inhabitants- leave tangible and intangible traces that affect the past, present and future of everyday urban living. A fertile ground for conducting this exploration is the capital city of Lebanon, Beirut. This is a city that has witnessed a fifteen-year war between 1975 and 1990, and still witnesses different types of instabilities ever since. Beirut's urban fabric is a palimpsest reflecting different historical periods with their natural growths, deformations and happenings. Traces of urban open spaces including streets and

some squares persist and feed collective memories in this city. Other open spaces emerge through the post-war layer and inform about the everyday practices of Beirut's coexisting societies. This paper provides an overview of the state of open urban spaces in this city with the aim to establish an understanding of the role of those spaces in relation to memory, conviviality, and everyday urban life in present-time Beirut. The current state of life in Beirut is characterised by contrasts between instability, unpredictability, and segregation on the one hand, and the persistence of rhythmic, vivid, and diverse everyday urban life and activities, which are equally underpinned by real estate development, and market dynamics as well as individual, collective and group actions. Recent examples of collective actions redeeming rights to reclaim, use and shape public spaces in the city seem to generate spatio-temporal changes, which are redrawing the plan of Beirut in a more just manner. Several cases of streets, markets, squares, and parks, and their transformations across time will serve to illustrate the potentials, but also the challenges of collective actions to reinstate urban public spaces under conflict.

Urban heritage of the everyday: street knowledge and social identities, intersections between urban form and social life, two audiovisual case studies

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Propositions

1. Today's multiple urban participants are co-authors of tomorrow's heritage of the everyday
2. The street and its inhabitation is an urban discussion of a political, cultural and economical nature
3. Access to urban circulation and infrastructure reflects a country's understanding of freedom and justice
4. Film (audiovisual communication) can implant, record and re-imagine necessary and new knowledge in urban interventions and education

As countries become ever more urbanized and cities densely populated, so does the diversity of their inhabitants grow and bring a plethora of divergent experiences, perceptions, cultures and needs. Planned urban interventions are usually built on knowledge sets developed over time under specific conditions and assume certain norms. Those 'recognized and approved' knowledge sets quite often do not take other, more common forms of knowledge into consideration, although these might be more adequate and yet less certain, or even professionally tested. This disengagement potentially leads to misunderstanding of relevant context and results in real problems in implementation, post-factum utilisation and ultimately of design failure: those who need to use the space can actually not appropriate it for their interests and purposes: good and bad design becomes relative to the eye of the street walker.

A central aim of this investigation is the exploration of how potentially different forms of perception, understanding, and/ or different forms of knowledge around street space and its use to the city's many inhabitants can be engaged with around designed urban interventions. The study focuses on the role of audiovisual communication as 'other' form of embedding cultural knowledge in urban interventions/ education within the public realm. The proposal is to focus on public space in the form of streets as active basic urban elements that can provide spaces for public engagement in more proactive ways, satisfying different aspirations and needs.

In the attempt to create a new platform of communication for urban research through the use of audio visual tools, the argument of this paper will form part of a larger literature review, which will introduce the crossing fields of urban design, film and participation through three main sections:

- 1 *Recordings of imagination, desires and necessities*, which deals which advances in film technology, the city as stage set and data capturing in planning processes (placing audiovisual as a particular tool amongst others and its specific potential)
- 2 *Common platforms of communication for urban design/planning through audiovisual tools*, like process presentation, politics, marketing, public participation and fiction. These are related to different format of productions like animation, commercials, documentary film, short or feature film
- 3 *Street knowledges*, which will cover the theories and debate around the street as shared common denominator of a society through its planning and design, social identities and political control.

In front of this background, the paper will specifically focus on the comparison of two audiovisual productions (fiction) and establish the intersection of urban form and social life through the portrait and analysis of two streets and their multiple thresholds: *Do the Right Thing* by Spike Lee (1989), which plays in Brooklyn, New York and *Jerusalema* by Ralph Ziemann (2008), which plays in Johannesburg, South Africa. Sidewalks, windowsills, stoops, fences are being identified as common urban design elements - designed by the professional- with a new, particular and local role in "underlying social antagonisms" (Strickland, 2006) - re-interpreted by the imaginary

characters. The paper will conclude with suggesting on how to integrate the roles of the multiple 'designers' into a holistic design process.

The focus area of the larger research project (PhD) this paper is part of is South Africa, Johannesburg. Here the need to redress the physical imprint of the Apartheid regime, the present challenges of rapid urbanisation and the desire for 'world class city' status are competing claims in metropolitan interventions. South Africa still primarily employs intervention instruments drawn from traditional planning practices and from neo liberal urban design, which promote land control (Sihlongonyane, 2015) and fail to absorb the voices and imaginaries of the many. To integrate the voices and imaginaries of the urban majority into critical and appropriate planning discourses, we need a vision for how to guide the urban development of a sustainable public realm, as spaces for a "society of the collective" (Zenghelis, 2010).

Audiovisual communication and recording methods are seen as a mechanism to open up different aspirations, understandings and expressions. In so doing its potential role in embedding other knowledge into urban interventions that increase the quality of life of the many will be examined and result in possible recommendations as developing method in practice.

"If good design tells the truth, poor design tells a lie, a lie usually related . . . to the getting or abusing of power." Robert Grudin, from: Design and Truth, 2010

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Heritage and culture in the evolution of the night time city - the case of Lisbon

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Key words: night time activities, centrality, industrial heritage, local culture.

Urban planning is elaborated considering mainly the daily activities of the city or at least those who work 24 hours. The leisure night activities, who can be in some cities an important economic and touristic factor, are in general forgot. May be because there dynamic is very fast in comparison with traditional planning time.

Local or regional culture determines the way of appropriation of the urban space by a specific population and presents great variations mainly in the nightly use of public space.

Industrial heritage has been, in the last decades, an important element of expansion of the nightly leisure activities by the rehabilitation and / or re-use of the buildings.

This research studies the evolution of the centrality, considering the culture and the built heritage of the city as a function of a set of activities that happen during a period that elapses after dinner time.

When it is studied the night time period, must considered that it varies along the year for a given place, at medium latitudes. Therefore in this work it is defined as the analyzed period, the one that is bounded by diner time and the first ours of the following day.

The evolution of the use of night time, in different activities, depends on the availability of energy so that these activities may work, namely the technologic evolution related to lighting, as well as the one related to comfort, available in closed spaces but nowadays, as well, in open spaces.

The centrality of a place is characterized by the set of activities or functions that can be found there, and that for this analysis are divided in: activities that last 24 hours, those that work until close to midnight and those that are only visible during the night, even though they could work out during the day. This centrality is perceived in different ways by those who work and by those who enjoy.

Centrality is also dependent on accessibility, that has been changing with the available public transportation, that don't show the same patterns of operation every weekly day. In what concerns private transportation its use varies according to the different users.

The preferential location of the activities, namely related to leisure, also considers climatic factors, such as temperature and humidity, that change quite a lot from winter to summer in the same given place, and are quite important considering the sensation of comfort for the use of open spaces namely the public ones.

The most relevant activities that operate 24 hours/7 days a week are connected to the health sector, including workers on one hand and eventual users on the other and generate some urban movement around them. The remaining 24 hours activities are limited to its workers in what concerns the flows of people.

Activities that function until close to midnight that are more relevant in what concerns the definition of centralities are nowadays, the shopping centers that aggregate restaurants and cinemas in the same place.

Leisure activities are those that generate more flows in determined periods of the night and may determine centralities that are different from those that exist during the day.

Activities and therefore centralities can be evaluated as a function of the age groups, as the nightly territories are not used indifferently by everybody and also by ethnic groups that for the same activities use different locations.

Centrality can also be seen within the neighborhood or within the city.

The case study we have been following is the city of Lisbon as the centre of the Metropolitan Area of Lisbon as the leisure activities who are developed there, like outdoor restaurants, bars, disco and night events and festivities.

In this paper we have chosen to do the analysis within the city, as most neighborhood present reduced nightly activity, that is not enough to give them any centrality, namely

since the last decades when the neighborhood cinemas have disappeared. The big shopping centers located in some neighborhoods present a city scale.

The centrality of the city of Lisbon has been changing in the last decades associated to processes of urban requalification that in some cases precede the phenomenon, but in many others are induced by the new activities that locate in axes or even in new disconnected territories.

Nightly activities of more recent development have occupied urban areas previously used by industrial activities that have disappeared, partly because they are in central position within the Metropolitan Area, or because they have big areas and also because they can be perceived as areas with built heritage that can be valued and at the same time help to promote these places.

This paper intend to recognize a tendency of expansion of night time activities in old industrial areas and study it as a tool to urban regeneration.

Urban space, public realm and rural heritage: a case in the metropolitan area of Lisbon - Vila Franca de Xira

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Keywords: Urban space, intangible heritage, Vila Franca de Xira, Red Waistcoat /Colete encarnado

Urban space is the stage of several cultural expressions, permanent or periodic that set practices with most urban or most rural character, according to the dimension of the agglomeration and to the strength that those traditions have as a mark of a certain way of living.

Rural society organizes, traditionally, its festivities with expressions of dexterity similar to the daily activities, with the objective of valorising its members. Some of these activities are presented in the urban centres that polarize them and that, despite being presently completely urbanised, maintain with its rural surroundings strong cultural ties, as part of its population has its roots in the near rural areas, as it is quite frequent in the process of urban development in the last decades.

The researched activities can be considered as Cultural Heritage, as: “every property that, being a witness with value of civilization or of culture, that carry relevant cultural interest, must be object of a special protection e appreciation” and all the “intangible goods that constitute structuring parts of the Portuguese identity and of its collective memory”.

The intangible cultural heritage of rural areas tends to disappear when the territory is urbanized and lifestyles changed, reducing the daily activities that justified them.

The cultural heritage of some rural areas, particularly where cattle ranching is more representative, maintains its visibility in small and medium towns in periodic

events, even when integrated in a metropolitan area, such as the Lisbon one, and probably influences the evolution of urban public spaces.

The happenings that mark the places and promote the identity are the events. It is important for the city there are events of various types and which create reasons of common interest for locals and tourists. Some events are the result of ancient traditions and others like the leisure ones, sports, festivities or cultural are created to promote places.

Periodic festivities of rural character are from two types: religious or secular; the secular ones can be more related to agricultural traditions where markets play an important role, forestry traditions where games with lumber are common or related to grazing and cattle breeding traditions where animal display and the skills related to its control are dominating. Therefore, in the case of a territory surrounding a city, that maintains a relationship with specific and essential meanings, the activities of its population (from rural, industrial fishing or mining culture among others) frame elements connected to the identity considered as “naturals”, despite being possible to consider them in a certain way as “exteriors”.

The city of Vila Franca de Xira is the head of the municipality with the same name. It belongs to Great Lisbon and it is one of the eighteen municipalities that form the Metropolitan Area of Lisbon. It is located in the right bank of the river in the border with a very important agricultural area of the country.

The history of the region and the diverse cultural influence from the rural and fishing areas is reflected in the type of festivities.

In the late twentieth century the urban and commercial feature of the town of Vila Franca de Xira, has become a communications and service center, without losing its roots of simplicity, hosting and maintenance by the Tagus, the Lezírias (a tract of marshy land alongside of the river Tejo) or Bullfighting , power-up testimony to the surrounding rural territory.

Based on a document analysis and the festivities we intend in this paper examines the inner urban area, its evolution and morphology, in the town of Vila Franca de Xira, and his relationship with two festivities The “Festa do Campo, da Lezíria e do Cavalo” (Festivity of the Field, the Lezíria and the Horse) and the “Red Waistcoat /

Colete Encarnado" event, traditions that has existed since 1932, party tribute to "campino", held in its central area, this activity is considered as part of the intangible heritage of the region and a land mark.

The studied events can defined the identity of a city through a set of components that allow that, a particular city can be differentiated from others, through elements of the relationship between its symbolism and public space. In this case study we verified that the identity comes first connected to the territory and to its relationship with the activities, traditions and uses of Vila Franca de Xira.

That is why its identity is only enhanced by the strategies used, being considered components of the identity, the events. We verified that this component allows the differentiation of Vila Franca de Xira, being recurrent its relationship with the territory, namely the elements connected to agriculture, bullfights, but as well to local history. The festivities analysed are concentrated during spring - summer between May and July and in October, important times in the rural world.

Preservation of historic cities: case study of tipping

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Among assignments of IPHAN as the institution responsible for preservation of Brazilian heritage, the patrimony of the urban centers is one of the most debated both academically and in the daily practice of the institution. We can understand this fact by the conflicts generated by other public institutions with property owners and especially when the protected object is something as complex as a city.

Based on the studies and texts written about the practice of preservation of historic cities by IPHAN, especially the works of FONSECA (2005), SANTANNA (1995) and GONÇALVES (1996), the Equity Letters, articles published on the subject of Magazine Heritage National Historical and Artistic and analysis of Administrative Ordinances published by the institution, we can understand that the conception of historical cities by IPHAN has changed substantially over the course of seven decades of organ operation. The inclusion of new concepts in practical influenced previously consolidated view where the city was understood as a simple sum of material goods, showing that the growth momentum makes it a very rapidly changing.

This article aims to highlight this process by analyzing the tipping Antonina, seaside town of Parana state, which unlike most of the historical cities consecrated by the federal tipping presents a heterogeneous architectural ensemble in stylistic character, extremely mischaracterized in bad state of conservation and in a historical context so far ignored by Brazilian historiography. In addition, the city is in a state of

economic stagnation, located in a fragile terrain for the environment, where before this context acceptance by the community and local agencies with preservationist question is practically absent.

The main documentary source of the research was Case No. 1609-T-2010 / IPHAN, on the proposal for tipping demanded by the Superintendence of IPHAN in Parana, including historical research hired, inventory real estate produced technical opinions, studies the demarcation of protection polygonal until the minutes of the meeting of the Advisory Council of Cultural Heritage of January 25, 2012, where the proposal was presented and approved the registration of the *History and Landscape of the city of Antonina*, with the inscription in the Books Tombo Historical and Archaeological, Ethnographic and Landscape. The aim of this research and documentary analysis of the tipping process was to understand the motivations that led the IPHAN to protect Antonina, what were the values assigned to the set and what are the institution's intentions with this action.

The Antonina's case is only a matter on urban and cultural preservation issue in Brazil, but although each city, set, or even landscapes listed by IPHAN have their specificities, the real need for provide local development, the requirement of criteria and control of new insertions, loss and distortion of the elements that give the historic character, the lack of planning of urban growth, the need to share responsibilities, the difficulty of approaching with the population whom holds the goods and spaces, among others, form common frameworks present in the reality of conservation policies throughout Brazilian context

According to analyzing the tipping process of Antonina, we will highlight that the decision to extend the value assignment of an urban set to consecrate it as national heritage is directly linked to the discussion on the challenges, opportunities and possible strategies for management of post tipping, demonstrating the procedures reviews in the IPHAN where the current question is no longer about the selection of what to preserve, but what is expected of preservation of cultural heritage.

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Cultural development in the Mediterranean basin as perceived by the shaping of built form

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The Mediterranean basin, as a geographical, political and economic entity, has been the cradle for the development of the most infamous civilizations of mankind. It thus provided the ground for formal and informal networks to develop and become concretized in built form. Throughout the ages, people have been moving in and around the basin; shrines, castles and even entire cities have been founded, have flourished and at times have been left to deteriorate as migration of people and ideas have been passing the Mediterranean, as indeed any other geographical entity, with consecutive layers of space and meaning. The paper attempts to provide a quick overview of some important yet not easily perceived aspects of the basin's cultural development and especially the manner in which they are reflected on built form over the centuries. The aim of the approach is to deepen and improve the understanding of the man-environment relationship in a manner directly relevant to the intricacies of the Mediterranean basin.

From the very beginning it has been clear that although the sea may often be conceived as a barrier leading to isolation, many places along a coast may have been be more easily accessible by boat rather than by road. History has shown that maritime transport has proved to be at least equally if not more preferable for moving both people and goods. As early as before the 1st millennium BC, the Phoenicians followed by the Greeks, in search of new productive or simply commercial horizons, have been attracted by distant Mediterranean locations and have been interested in expanding their influence either by conquering existing settlements or by establishing new ones.

Eventually both Phoenician and Greek influence spread evenly across the basin, often transcending distances of more than a week's boat travel. In this manner, areas that were located far away from the place of origin had been provided with an opportunity to become accustomed with elements of their civilizations, thus setting the basis of a Mediterranean network. Cultural exchange tended to work both ways, benefitting both the colony and the motherland. An indication of what was to follow was given by Greek mythology such as Homer's *Odyssey* and Jason and the Argonauts' Quest for the Golden Fleece, that were characteristically based on what appeared as endless navigation through a network of very different places still typically located along the Mediterranean coast. Even Homer's *Iliad*, that chronologically preceded the *Odyssey*, signified the interest of Achaeans from mainland Greece, themselves being earlier settlers from the north, to expand eastwards across the Aegean Sea and to establish a network with Troy.

The agony of earlier generations to sell their products, to pursue better living conditions, and often to exploit their political power has tended to be reflected on their artifacts, the manner in which they built their strongholds and their new cities. Similarly and even more unmistakably this process is made evident by the generations and civilizations to follow, such as the Romans, the Byzantines, the Arabs, the Ottomans and so on. The paper further focuses on specific layers of meaning that have been embedded in the built environment through the ages and reveal the approaches of different civilizations towards specific functions. The examples pertain to issues such as the signification of the Athenian Parthenon as compared to the Roman Pantheon as well as the manner in which the Greeks built their theaters as this is differentiated from the Roman approach.

Undoubtedly the areas adjacent to the Mediterranean basin share similar characteristics in terms of geomorphology, climate and primary sector production potential. Although people may differ in terms of religions, beliefs and motivation, history has shown that the elements that unite them tend to be stronger than those that set them apart. Following Braudel's idea, the image of a Tunisian Arab cultivating his land bears little difference to that of a Spaniard or a Serb. Based on this similarity, it has been apparent that the movement of people and goods, as well as the exchange

of attitudes and philosophies, are prone to sustain the development of formal and informal networks the expressions of which often tend to be concretized in built form. Depending on the characteristics of its production and contemporary context, these forms clearly embody the potential to operate as strong heritage signifiers and mediate the ideology that sustained the networks behind them.

This paper has not been concerned with contemporary Mediterranean networks. Still it has been apparent that already established networks are threatened by political turmoil in areas like the Middle East, in Cyprus and Serbia earlier and more recently in Libya, Egypt and Syria. With migration currently at its peak, in a context that has already been hit by a structural economic depression, it is not unlikely that the Mediterranean basin may experience dramatic changes that will affect the manner in which its people view and shape their immediate milieu.

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Transitional housing in Athens for young adults in a time of crisis and unemployment

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Housing policies and the nature of housing markets are important in providing opportunities for or imposing constraints on the settlement of all strata of society. It is important to combine these housing policies with other goals designed to encourage a mix of households in new housing areas by providing a variety of tenures and ensuring that housing costs would not exceed one-quarter of a household's disposable income. But what if this household is made up of young individuals in the age group 18-25, which in the case of countries such as Greece, deep in an economic recession, this group of people are facing an unemployment rate of 51.8% according to the latest EuroStat figures? Young people in this age group need to be especially mobile to secure work where this is available and in many cases this is not close to home. Many of these people as they move to new cities are facing spatial segregation, which is closely linked to social and economic distance from appropriate housing venues. In the case of these young people mutual support for safety, professional training or retraining networking is very important. As examples of informal collectives are beginning to appear the question of the spatial and physical implications of housing for mobile, almost nomadic, people in this age group that addresses the concerns raised above is becoming an interesting challenge for architects and urban planners tasked with designing this type of housing stock. The methodological approach suggested to become better informed as to the particular circumstances facing this group of people is twofold and is concerned with the socioeconomic profiling of the potential users and the spatial organization of habitation. The first will be addressed through a series of questionnaires disseminated in areas that are already facing an influx of young people searching employment and housing to distil the demographic characteristics of these potential users. The second is the examination of appropriate precedents as a primer

for design, which will then undergo a diagnostic investigation of spatial and programmatic analysis. The synthesis of these two folds will then be presented in the form of schematic proposals of spatial organizations and taxonomies that allow for the opportunistic appropriation and development of leftover and underutilized sites in the city.

Cities and Memory: a history of memorials in urban design from the Renaissance to Canberra

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In recent decades, there has been a significant revival of interest and growth in numbers of public memorials – sculptures and structures in public spaces that convey information and social attitudes towards past persons, events and ideas, sometimes on sites associated with them, but which are themselves not historic material. This renaissance has been most marked in national capital cities, and is often traced back to the 1982 Vietnam Veterans Memorial in Washington DC, a city which at that time had not erected any major new memorials in its key national space for almost four decades. By 2001, with increasing requests for new commemorative works, Washington's National Capital Planning Commission found it necessary to produce a master plan for future memorials that set out key principles and identified 100 potential sites, and numerous other capitals have followed suit. There is at present very little comparative historical research that can guide such policy.

To better understand this recent revival of interest in memorials and the modes of contemporary planning for them, this paper examines the historical evolution of the role and form of memorials within the overall planning and development of capital cities, both existing and new, from the Renaissance to the beginning of Modernism. It explores the contributions that memorials have made to the role of the capital city as a diagram that defines and communicates national history, identity and politics. Four main historical periods are considered: the re-planning and enlargement of Rome in the Sixteenth Century, especially under Pope Sixtus V; Neoclassical planning in Enlightenment Europe such as that of London, Edinburgh, Berlin and Vienna; the planning of colonial and post-colonial capitals in the New World, including Richmond, Virginia, Washington DC and Mexico City; and the City Beautiful Movement in North

America at the end of the Nineteenth Century, leading to Walter Burley Griffin and Marion Mahoney Griffin's 1913 plan for Canberra.

The paper draws on a wide range of existing planning and urban design research that has studied the general principles, geometries, rules and processes used for planning and building capital cities, to extract from these studies the limited details that pertain specifically to memorials. It combines this with existing analyses of specific plans for a range of individual memorials and commemorative precincts, including Michelangelo's *Campidoglio* in Rome, Trafalgar Square, Parliament Square and Waterloo Place in London, the 1893 World's Columbian Exposition in Chicago and the 1902 McMillan Plan for Washington's National Mall; and analysis of policies and agencies that shaped memorials and decisions about them, such as the UK's 1854 Public Statues (Metropolis) Act. The paper also draws upon first-hand analysis of the plans of a range of capital cities and the locations and forms of their memorials over time, through mapping and site analysis, to examine developing spatial relationships of memorials' alignments, orientations, scales and themes. These materials are brought together to conduct a comparative and diachronic analysis of the varying forms, locations, subject matter, and planning frameworks of memorials erected in capital cities over the past four hundred years.

The paper explores a number of key themes and issues that arise from this comparison. The analysis delineates a broad and enduring European consensus, inspired by classical Greece and Rome, that memorials were not just discrete objects to be designed, judged and visited on their own merits, and that their scale and location were not necessarily to be limited by the commemorated events and audiences, but that memorials should be incorporated more generally within urban spatial plans and regulatory regimes through a careful, regulated synthesis of art, architecture, landscape and urban design. This belief was propagated to varying degrees in new capitals in colonies in the New World, Australasia, India and Africa. A second theme is regular evidence of planners' consciousness of practical problems and benefits linked to the planning of memorials, in terms of wayfinding, traffic, economic development, and public amenity. This is best conveyed in Camillo Sitte's treatise, which in its attention to aesthetic aspects of urban design is often overlooked as a careful study of

numerous functional aspects of city planning in connection with memorials. Linked to both these themes is the unfolding historical changes in public use of urban open spaces, and the shifting relationships between open spaces and memorial objects. The examples and models of plazas and memorials handed down from ancient and medieval Europe were not always well-fitted to these changing needs. A third theme examined is the continued use of memorials, and memorial regulations, by controlling and colonizing powers to mark cultural and political authority onto urban space. This includes the transformation of existing urban fabric within cities for new commemorative purposes.

This third theme in particular reflects a wider point. While memorials are inspired by looking to the past, they serve current political needs. Autocratic regimes have a tendency to invest heavily in stone monuments to their power and their lineage at precisely the time that power is threatened or waning. Memorials also serve current practical needs. They very often have a role in urban expansion, being located to add visibility, amenity and land value to areas of urban growth and redevelopment. By identifying these kinds of issues, this paper seeks to inform future policy, planning and design for memorials and for capital cities more broadly.

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Outdoor spaces and activities in urban design

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Over past decades, as cities have needed to develop or expand rapidly and automobiles have become increasingly popular, citizens' lifestyles have changed considerably. Gehl (2011) indicates that residents are cities' most important aspect but many architects, designers and planners have ignored the human dimension in today's city functions. Cities have been created from an aerial view rather than considering human contact and social interaction. Furthermore, according to Gehl's (2011) observations and investigations citizens and people's activities are the best objects of interest and attention rather than buildings in same space. He illustrates that "even the modest form of contact of merely seeing and hearing or being near to others is apparently more rewarding and more in demand than the majority of other attractions offered in the public spaces of cities and residential areas." Jacobs (1961) also stated that architects and planners should consider the residents who move to the public spaces, to improve their quality of life through contact and outdoor spaces such as street activities. Therefore, urban designers should focus on understanding human scale in small places because life between and in buildings is more important than the buildings and spaces themselves.



Figure 1 Times Square. Livable Streets Mecca, Retail Sensation by Brad Aaron. 2008/2001

This essay will concentrate on outdoor activities together with the human dimension and perception to understand citizens' perception and how society interacts. Additionally, it will combine two principles of urban design, which are history and place. In respect of history it will discuss cities with and without planning and changes in outdoor activities, whilst for place it will focus on pedestrian streets and what residents might feel in different places. Learning from the history of the outdoor activities helps to understand how those activities and society changed in cities. Meanwhile the changes of activities in different period can be relevant to the spatial prosperities of the physical environment.

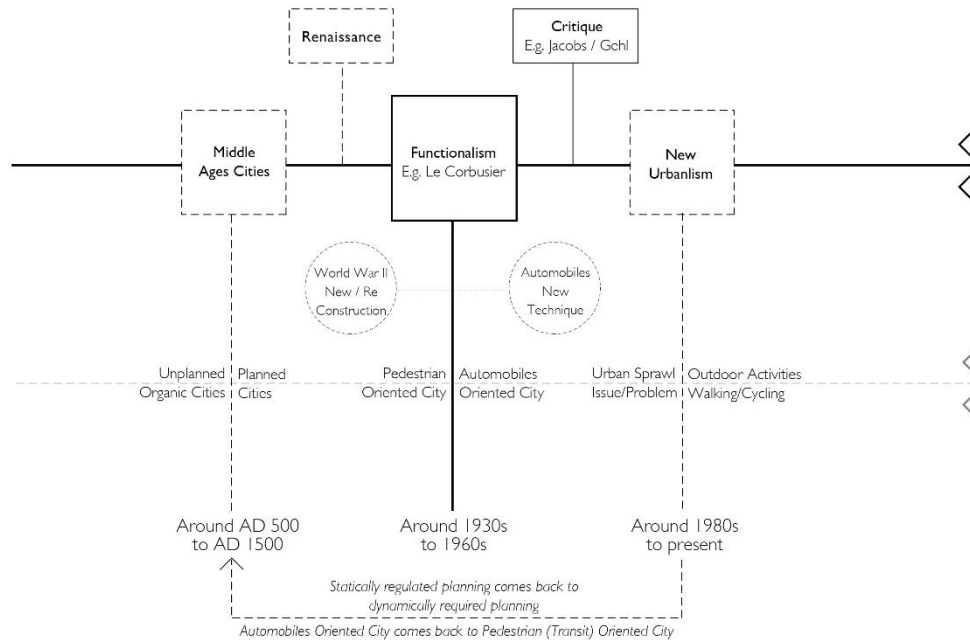


Figure 2 Outdoor activities - influenced by history

Old cities in Middle Ages gathered people in outdoor activities in streets and squares, and also encouraged residents to walk and stay outside. While in the modern cities the outdoor activities are challenged by extensive automobile transportation, underground parking, multi-story buildings, huge squares and long distances between buildings. Besides, some landmark transformation happened during these periods and led to a series of new theories including Le Corbusier who developed geometrical aesthetics in urban planning such as a contemporary city for three million people (Le Corbusier, 1967). Although, World War II saw vast numbers of cities being destroyed this did create opportunities for planners who used new technology and their principles to rebuild these cities. Therefore, numerous cities changed completely and the original movement continues today. However, human scale, including human contact and social interaction, was not considered in the Functionalism period, which meant that outdoor activities were reduced or disappeared. Although these functionalists' principles improved cities' quality and supported inhabitants, they neglected residents' perception of specific places. By contrasting the two diverse examples, designers and architects may study old cities. Despite these medieval cities not having aesthetics or

hygiene facilities, they developed and evolved through their residents' use, essentially a bottom-up-framework and their outdoor activities were better than modern cities (Doina & Constantin, 2012). It could be argued that a bottom-up approach is crucial in urban development. These old cities should be studied within architecture, urban design and planning, especially in terms of residents' influences, a key aspect in current society.

Placemaking represents the approaches of the bottom-up theory. It has many components. This essay focused on outdoor activities including human contact and social interaction in pedestrian streets. Places can offer different levels of intensity and low intensity can grow. Furthermore, pedestrian street making is crucial in cities because basic human contact happens there, as the core of outdoor activities. In addition, human scale in urban design cannot be ignored. Urban development, has not always considered residents' viewpoints or social requirements, meaning inhabitants might stay indoors feeling isolated with this impacting on society. Specifically, Gehl (2011) emphasises that pedestrian streets are important in cities as they can create basic contact for residents allowing low intensity to grow to high. Moreover, in neighbourhoods many residents have a high intensity because the outdoor or shared spaces can allow inhabitants to meet each other regularly. As appropriate outdoor activities and spaces can create vibrant cities and harmonious societies, they are crucial in urban design for the human dimension.

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The quality of spaces of services in the intra urban edges of João Pessoa- PB, Brazil

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Historically, urban development in Brazil was marked by a socio-spatial inequalities accumulation process and the adoption of public policies that structured a center - periphery urban expansion model responsible for continuous displacement of urban sprawl into rural areas, semirural and natural spaces. It is observed that the last decades have seen a topping urban growth, with a form of anomalous structure which shows the fragmentation and mix of urban territories and "semi-rural" territories, which features real growths in the urban area.

In this sense, Joao Pessoa, capital of Paraiba, located in north-eastern Brazil, considered medium-sized city, with a population of about 791,438 inhabitants (IBGE, 2015), has an accelerated urban expansion and suffers intense processes of use and occupation ground modification, with infrastructural disability and low levels of urban provisions in the "new spaces" added to the city. This scenario raises questions about the quality of urban life offered to the population living in the urban edges, making it necessary diagnose and measure this quality of urban life, with a purpose to make decisions within the urban and environmental planning to this dynamic and dispersed space.

Investigate the dynamics of urban expansion present in medium-sized cities, besides providing the understanding of local and regional processes and phenomena, also provides a comparative understanding of global processes, given the significant role played by these cities to the current global urbanization, to be continued even for decades in the future.

Overall, life quality definitions are related to attributes such as health, education, income and housing, environment and its resources. Regarding the quality of urban life, it includes specific aspects of urban life, in other words, the evaluation of the degree of access to facilities and urban provisions are conditioned to the number of ways of accessing and obtaining goods, services and opportunities, those are read here as the quality of space of services.

This research has as its theme the study of the quality of urban life in peripheral areas of the city of João Pessoa, basing on attributes like housing; infrastructure, urban equipment and services; urban accessibility; urban ambience (physical and social environment) and socioeconomic. In a specific character, the objective is to diagnose the urban facilities and accessibility in these areas; evaluate the urban ambience of urban edges and characterize the socioeconomic profile of the resident population of these spaces.

The selected objects of study for this research were the neighborhoods of Barra de Gramame, Muçumagro and Gramame, neighborhoods of Southern edge of João Pessoa. These neighborhoods were chosen because they represent the latest urban production of the space of the city, which took place between 1980 and 2010 and that currently is facing an accelerated expansion process. These spaces are the scene of conflicts arising from the mode and intensity of urban sprawl, in which is verified harmful effects on sustainability and quality of life in the city of João Pessoa, being relevant to analysis the quality of urban life in these new spaces added to the city.

Aiming to measure the quality of life in those peripheral areas, were used as methodology adaptations from some index such as the QER method (Quality of Residential Space), presented by Scussel (2007), and also some analysis parameters from IQVU-JP (Urban Life Quality Index - Joao Pessoa) developed by Leite and Silveira (2001). Therefore, some indicators were modified and added for the new content, so that it could consider the specifics of each of the neighborhoods and your local reality. This new index was renamed as QESA (Adapted Quality of Spaces of Services), represented through the equation $QESA = 0,60QS + 0.40 QP$, ranging on a scale from 0 to 1, where values close to 0 represents poor quality of life and the ones

closer to 1 represent high quality of life. The QESA index comprises seven indicators for QS (Quality of Basic Social Services), which are: school; square; health center; public transportation; commerce and service; park and urban management, and eight indicators for QP (Quality of Routes House - Service), compound by: distance home - work; distance home - school; distance home - health center; distance house - commerce and service; environmental and landscape quality; urban equipment and street furniture; road hierarchy; infrastructure and quality of sidewalks.

The QESA values for all analysed neighborhoods were proved to be low, and consequently unsatisfactory in relation to the scale adopted by the index. This reflects the deficiencies and / or shortages of the neighbourhoods in relation to urban equipments and street furniture offered to the population; education; health; commerce and service; public transport; squares; parks; quality and road hierarchy.

The neighborhoods of Gramame (QESA = 0.11) and Muçumagro (QESA = 0.29) had the lowest values among the neighbourhoods studied for the urban quality of life index. Gramame showed a little bit more satisfactory result than the other two neighbourhoods (QESA=0.43). This result is linked with the fact that Gramame has a better infrastructure in relation to urban infrastructure and social services offered to the population, such as schools, healthy center, public transport, commercial and service activities and even public spaces. In addition, Gramame presents public policies for social housing, such as “Minha Casa Minha Vida”, being also targeted by the real estate market.

The levels of quality of urban life from those spaces of the urban edge of João Pessoa points out that these areas deserve more attention and investment by the government given the fact they are deficient in basic infrastructure and services, not providing to its inhabitants an appropriate quality of life. The study developed contributes towards future urban planning actions, mainly in medium sized cities, being a base of information and data for future research as well as possible urban interventions in these areas.

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Case studies on walking space of station squares in East Asia (Part 2): characteristics of pedestrians and public space design

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Problem

In urban design, we should better address the cultural implications of place-making. However, there has been little previous research that discussed pedestrian's behavior in some cities of East Asia. It is necessary to clarify the differences of pedestrians' characteristics in dissimilar cultural contexts.

Theory

In this research, we discuss the problems through the following theories.

1. Lewin's equation:

The Lewin's Equation, $B=f(P,E)$, is a psychological equation of behavior developed by Kurt Lewin. It states that behavior is a function of the person and his or her environment.

As we know pedestrians' choices do not exist right or advantage at all time. One add one add one people...their behavior will cause a traffic jam, become a lively cocktail party or a wonderful symphony. We are difficult to change pedestrians' behavior but we can change their environment through our design. It likes we don't need cut the feet to fit the shoes, we just need choose appropriate shoes. It's the work we must finish in urban design task.

2. Personal space:

Interpersonal space refers to the psychological "bubble" that exists psychologically when one person stands too close to another. Research has revealed

that there are four different zones of interpersonal space: (1) Intimate distance, (2) Personal distance, (3) Social distance, (4) Public distance. (Engleberg, 2006)

The station square is a pedestrian-intensive area. Especially during the rush hours, pedestrian streams from various directions swarm into the station square. For keeping personal space and walking safe, pedestrian's avoidance behavior happens frequently on these crossings. Accordingly, avoidance behavior is a key point of personal space research in walking space, and the patterns of pedestrian movement, more specifically how they avoid bumping into each other, must be analyzed.

Objective

When considering the cultural implications of place-making in public space design, it is important to discuss pedestrians' avoidance behavior and the different characteristics of pedestrians in dissimilar cultural contexts. The main purposes of this research are as follows:

1. To clarify the characteristics of pedestrians' behavior on walking space of station squares.
2. To clarify different characteristics of pedestrians' behavior in dissimilar cultural contexts.
3. To discuss methods of public space design, in order to make walking space more suitable for people's behavior.

Methodology

We took the five station squares in five cities of East Asia as examples. They are in Beijing, Shanghai, Wuhan, Taipei and Chiba. These squares have steps and flat. This research is under natural conditions. We took videos in spare time and rush time on these station squares. We then investigated and analyzed the situation of pedestrian streams in the spare time and in the rush time. Though analysis of images from these videos, we drew pedestrians' pathways. Therefore we could get the information of avoidance behavior and compare pedestrians' behavior by these pathways.

Main results

After data collection and analysis, the characteristics of avoidance behavior on public space of station squares in East Asia were as follows:

Direction and time period are very important correlative factors of avoidance behavior. In the further work of simulating avoidance behavior, we should sufficiently consider pedestrian streams from various directions and changes of pedestrian streams during several time periods.

The characteristics of pedestrians in dissimilar cultural contexts in East Asia were as follows:

Pedestrians in some parts of China adopt shortcut rather than fast walking for quickly reaching the destination, but pedestrians in some parts of Japan more adopt fast walking.

The discussion of public space design were as follows:

1. We must use some obstacles to divide walking space and vehicle space in order to avoid vehicles park into pedestrians' square in China. We can change the shape of the verge of flower beds, and make it comfortable for pedestrians. They are very small measures, but they will get better effects.
2. Some station squares did not make any measures to induce the pedestrians who wait traffic signal lamps and the bus in Taipei. This square use a lot of hard landscape but not green. It lacks green among my object places. The same problem presented on other station squares in Taipei.

Contribution

In China, as population growth, the government supports more people to use urban public transportation. We can make the station environment more comfortable through the results of this research. And what's more, we can use the results from this research in wider fields, and extend to other spaces in cities.

Reflections on the ideas of the ‘Occupy Estelita’ protest in Brazil

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The purpose of this paper is to shed light on one of the many faces of the public protests in Brazil – *Ocupe Estelita* (Occupy Estelita), an urban occupation movement in the city of Recife whose focus centres around an urbanization model that its citizens desire for the city.

In 2013, Brazil was rocked by numerous protests in at least 11 major cities. The protests, also known as *Manifestações dos 20 centavos* (20 Cent Demonstrations), first began in June when the city and state of São Paulo increased transportation fares by 20 centavos (roughly USD\$0.09).

The protesters' cause erupted and expanded to include other issues, and Brazilian streets flooded with hundreds of thousands of protesters, especially after heavy police repression was used against them. They protested on a host of issues, out of frustration with government policies, and it was out of these public demonstrations that a new slogan "It's Not Just 20 Cents" emerged.

Brazilians took to the streets demanding more from their government – better public services, urban transit, education, health care and security -- instead of overspending on the 2014 FIFA World Cup and prioritizing a mega-event over the basic needs of its citizens.

These demonstrations constitute the largest collective action of ordinary citizens in the country since the impeachment of President Fernando Collor de Mello in 1992; they led to major national and international repercussions, with similar public demonstrations being held by Brazilians living abroad in countries such as Portugal, France, Germany, and Canada.

Furthermore, as equally relevant as the movement organizers is the role of social networks like Facebook and Twitter in organizing the outcry, in keeping protesters in touch with one another, and in providing real-time updates.

Of all the major and ever-growing protest movements, one in particular has caught the attention of social media all over Brazil – *Ocupe Estelita*, an urban occupation movement in the city of Recife, which focuses on urbanization and cityscapes, and on creating a model of social planning based on the wishes of its citizens.

Ocupe Estelita is a public demonstration around the José Estelita Pier, a 100,000 square-metre area in the Historic Centre of Recife, which is threatened by the construction of a large high-rise project called *Novo Recife*. The pier included lands belonging to the federal railway. The now-abandoned structures – storage sheds, office buildings, storage silos, former staff residences, railway tracks, and trains – bear witness to the rise and fall of the port's industrial life. In addition to these buildings, which belonged to the now-defunct *Rede Ferroviária Federal Sociedade Anônima (RFFSA)* (the Federal Railroad Network), this strategic area is surrounded by historical buildings such as the São Thiago das Cinco Pontas Fort, the Church of São José do Ribamar, and the Church of São José.

In 2008, this area belonging to the Federal Railroad Network was auctioned off to the private sector and purchased by a consortium of four large real estate companies in Recife. The consortium developed a high-rise project for the area called *Novo Recife* (New Recife). Broadly speaking, the *Novo Recife* project consists of an enormous grouping of about twelve 40-storey towers with multiple uses, including residential, office, commercial and hotel.

People from Recife decided to oppose the proposed project and protect the historical buildings by camping out in the area and fighting for a better proposal for the city, and especially for the need for discussion and clarification around the project. *Ocupe Estelita* (Occupy Estelita) emerged as a large-scale, peaceful resistance movement and a cultural manifestation, which is growing in size and cultural importance. It became massive, exposing important information and ideas about the proposed project and spreading its message of "the Right to the City." Since then, the

proposed project site has become the centre of a series of discussions regarding not only the proposal but also the entire city, culminating in a series of protests.

The intent of this paper is to examine the *Ocupe Estelita* movement, one of the many faces of the protests in Brazil: to explain how it became *Resiste Estelita*, a resistance movement spurred by the violent expulsion by police of protesters from the José Estelita Pier; to explore the tactics used by the movement to spread its message and strengthen its ability to share relevant facts and ideas; and to discuss the importance of "the Right to the City."¹



Figure 1: Aerial view of Recife's central area. In yellow is the old port area, and in red is the José Estelita Pier.

Source: Author's drawing based on Google Earth image (2015)



Figure 2: The geographer David Harvey at the #OcupeEstelita site on November 16, 2014.

Source: David Harvey @ #OcupeEstelita. In <https://www.youtube.com/watch?v=DxW-InT8XHk>

¹ "The right to the city" is an idea and slogan that was first proposed by Henry Lefebvre in his 1968 book *Le Droit à la ville – espace et politique* (Paris: Editions Anthropos, 1968). It refers to the demand and the right for a transformed and renewed urban life, a right to change ourselves by changing the city.

Infrastructures of hope. Urban design for new mobilities in Latin American cities

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The paper discusses the contribution of urban design to the infrastructural mobility projects involved in the regeneration of informal areas. Some Latin American examples show how these interventions have helped to shape new images of these cities. The paper investigates thus how urban design can contribute to successful interventions for mobility and discusses the peculiarities of interventions in informal areas. In many settings in fact interventions on mobility and on public spaces are strongly related and oriented by common socio-political aims: we may define them as infrastructures of hope, trying to design new mobilities and opportunities for deprived areas. Thanks to their effectiveness and originality, these interventions are now recognized examples, becoming almost part of a mainstream new approach to the issues of urban regeneration and mobility in urban fabrics, as well represented by cities like Medellín, Bogotá or Rio de Janeiro.

These interventions deal with different issues and fields of contemporary urban design, and in particular raise three relevant questions concerning urban design and its relationship with mobility and urban design. The first point is the nature of contemporary interventions for mobility. Within mobile societies, the infrastructures of mobility are no more simple monofunctional artifacts which allow movement from A to B, but become the support for manifold practices (Sheller and Urry 2006). Urban design can thus differently contribute to manifold practices and uses. The second point considers the fact that interventions in the field of mobility, even with the tools of urban design, can be related to the achievement of wider socio-political aims, considering them as a crucial feature towards a full citizenship for all (Del Rio 2012). A third point instead concerns the interventions of urban design in informal settlements, and the

examples here discussed try to create encounters between different, formal and informal forms of urban design (La Cecla 2015).

These initial issues are investigated observing the most emblematic Latin American infrastructural interventions for mobility and their different roles, focusing on three specific examples. First of all, infrastructures have been in themselves tools of intervention: they have been crucial for the creation of wider transportation systems serving entire cities, as shown by Bogotá's TransMilenio (a bus rapid transit network connecting every neighbourhood of the Colombian capital) (Ardila-Gomez 2004). Secondly, infrastructures have also acted as catalysts, promoting further transformations around the new transport corridors: Medellin and its Metrocable, a cableway system connecting impervious informal barrios, show how new public spaces have been created around the stations and how they act as places of encounter, where traditional and new activities are hosted (Davila 2013). Thirdly, infrastructural interventions contributed to the creation of a new image of the city: it can be intended as the ways in which people actually experience cities, as well as its perceptions outside and inside the city. Thanks to Rio de Janeiro's favela cableways, local inhabitants and tourists have appreciated the new overall image of informal neighbourhoods, visible from above and providing a vision in contrast with that of the tangled and unsafe areas (Magalhães 2010).

The paper allows to observe peculiar forms of urban design, whose significant results are achieved at different scales and transform collective spaces as well as individual lives. First of all, mobility infrastructures seem to have peculiar forms of urban design. Their significant results are achieved at different scales: from the small stop carefully designed, to the large corridors reshaping the surrounding spaces. Furthermore, the political target of a more just city, originated by a progressive political approach to urban government, influences the concept of these projects. These infrastructures also show place-specific forms of urban design, which face the formal – informal relationship with interventions that focus on punctual actions and do not simply consider informal settlements as areas to be adapted to a more formal design. Some issues require further reflections, of course. When referring to mobility, urban design has to reserve specific attention to the practices that it can fosters or prevent,

and the interaction of formal intervention tools with informal settlements requires a specific attention. Moreover, the described approach maybe is too specific of Latin American countries, so that their potential relevance for other settings could be questioned. Nevertheless, the described projects really appear as infrastructures of hope: their creation has achieved unexpected results, becoming able to redesign urban spaces and even the lives that they host.

The governance of conservation of historic cities in eastern asian countries

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In recent two decades, the richness and diversity of historic cities in Eastern Asian countries are seriously suffered due to the rapid and tremendous urban transformations both in the urbanized and urbanizing countries. In spite of the great efforts paid throughout these countries, including the law enforcement, the policy and program implementations, and the extensive involvements of the multiple actors, however the result is still unstable and unpredictable along with the symptoms such as the constructive destroys, the massive tourism, the gentrification as well as the urban poverty and social declines, especially at the local level. Therefore rather to be narrowed on the individual measures and the single countries, **the study consisted of the systematic analysis to each single country level and a comprehensive comparison among the countries, is going to identify the urban conservation governance characteristics at the sub-regional level underneath the analogous phenomenon among the countries and their common deficiencies, including the basic logic for the conservation governance, the general patterns, the implementation of the policies by inventing the instruments, the mechanisms and the multiple actors and their performances**, based on the empirical analysis and the comparisons between the countries with the methodologies of the literature studies, the case studies, the site investigations, and the expert consultations.

Brief conclusions about the urban conservation governance in the sub-region can be abstracted as following:

Three mainstreams of the institutional patterns are identified: the countries including Japan, South Korea, and China have established an specific national system for both city and district levels while the other countries, including Singapore,

Indonesia, Malaysia, Philippine, Thailand, are integrating urban conservation in spatial planning and physical construction systems, and the countries like Mongolia, Vietnam, Cambodia, Lao's, Myanmar, North Korea are still remaining the efforts on the single monuments or built complexes.

The government bodies are indispensable in the urban conservation governance however throughout the countries, the degrees and frequencies of the involvement of the other actors, such as the organizations of civil society, the private sectors and the individuals actually represent the features of **the conservation mechanisms that collaborate and coordinate the multiple actors between the diverse levels**: Few countries operate urban conservation in the De-centralization manner along with wide engagements of the public, such as Malaysia and Indonesia, while most others adopt the centralized or top-down manner, such as Singapore. **Japan might be very particular that the centralized and public involving ways are well interacted.** However some under developed countries, such as Lao's and Myanmar, are still relatively weak in operating the mechanism due to the uncomplimentary institutional construction and the financial constraints.

Some common instruments and policies are invented and implemented both at the national and local levels, including the planning strategy and instruments, especially designation, zoning and authorization measures, the management policies especially for tourism and heritage utilization, the assistant programs that are the project-based or the inter-sectoral initiations by the nation and the locals, the finance and subsidizing programs, the variant guidelines or technical manuals.

Despite the diversities of the governance conditions, the following deficiencies are tracked for resulting in the common phenomenon and problems, which need to be tackled by the theories and practices of the urban governance of the historic cities in future.

Generally urban conservation governance is still being marginalized between the systems of urban development and heritage conservation, both at the national level and the individual level of historic cities;

Except a few cities, like Kyoto, Singapore, Vigan, the local governance system overlooks in the legal framework construction, the duties-benefits balance between the actors, the allocation of financial resources and the distribution of the interests raised from the urban heritages;

Frequently the target and schemes are not consistently adhered during the whole governance process due to the insufficiencies of the capabilities and the restriction of the resources for appropriately operating the urban conservation;

Lastly but most importantly, in spite of high diffusion of the concept of urban conservation, most of the countries are still used to protect the single and individual built heritages, which have set down the physical oriented logic for the conservation governance and in certain degree impedes the extension of the governance realms.

Urban land stratification and the built environment: spatial mismatch and residential segregation in Bogotá, Colombia

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According to the United Nations, Latin America and the Caribbean is one of the most urbanized but also most unequal regions in the world (UNDP, n.d.). This social inequality is reflected in the spatial structure of its cities, which remain characterized by severe residential segregation (Caldeira, 1996; Portes & Hoffman, 2003; Rodriguez & Arriagada, 2004; Coy, 2006; Sabatini, 2006; Inostroza et al., 2013). While the new middle class enjoys dynamic urban spaces with employment opportunities and urban services, lower-income residents are relegated to peripheries, mostly of informal origin which suffer from disinvestment, crime, stigmatization and isolation. Although policy initiatives have been developed to “upgrade” or otherwise improve these marginalized peripheries in an effort to reduce spatial inequalities, in many cases these efforts have unexpectedly reproduced or exacerbated the patterns of residential segregation.

One such policy that has failed to promote residential integration is Colombia’s Urban-Land Stratification. Even though the policy has facilitated the delivery of low-cost basic utilities to the urban poor, it may have, nevertheless, promoted social segregation. The production of spatial divisions based on income levels has contributed to the perception of wealth differentiation between different urban areas, exacerbating spatial segregation in Bogota with a variety of severe social, political and economic implications that include over-pricing of middle and higher income areas, lack of generational and social mobility, concentration of poverty, and unequal access to employment and urban services. This phenomena has been analyzed by different studies:

A study conducted by the economic development department of Bogota’s planning office (DAPD, 2004) found that the current Stratification policy fails to properly identify vulnerable populations because of the capricious establishment of the number

of strata (6), its subjective classification criteria and its coarse scale of analysis. In addition, a similar study by Ibatá-Ceballos and Torres-Arias (2006) concluded that socio-demographic characteristics of the population in Bogota did not entirely match the strata in which they live. Another study examined property and rental prices in the different strata from 1991 to 2004, finding extremely high elasticity in prices inside higher strata neighborhoods which in turn limits the accessibility of those areas for households without a stable income (Fuentes-Durán, 2011).

Furthermore, studies conducted jointly by the planning secretary of Bogota and the statistics department of the National University of Colombia suggested that the stratification policy had become a key causal factor determining social segregation in Bogota (Lopez et al., 2015; SDP and UN-Departamento de Estadística, 2007). Other studies have determined a causal relationships between the stratification policy and residential segregation by investigating residents' attitudes and perceptions, (Uribe-Mallarino, 2008; Uribe-Mallarino et al, 2006). Finally, Stratification may also be influencing the development of secondary markets in settlements of informal origin, a benefit that land titling and improvement programs are based on (Gilbert, 2002).

While past research has documented mismatches between sociodemographic characteristics, neighborhood stratification and social segregation possibly due to the Stratification policy, no study have been conducted to assess associations between Stratification, residential segregation, and urban form. Specifically, the goals of this study were: 1) Document urban morphology and land use patterns —at the municipal scale— in order to analyze to what extent these have been determined by Stratification. 2) Conduct spatial analysis to determine whether this urban morphology and these land use patterns constitute *spatial mismatches* in the distribution of urban services — at the municipal scale—. 3) Document and analyze urban morphology at the neighborhood scale —in selected cases— to assess whether these are caused by Stratification. 4) Analyze whether urban morphology at the neighborhood scale are exacerbating *residential segregation* or, on the contrary, may be promoting *social diversity and integration*, thus presenting opportunities for modification of the Stratification policy.

To contribute a critical analysis of the possible implications of the Urban-Land Stratification Policy for urban form and residential segregation, I developed a mixed-method, multi-scale research design. I analyzed the relationship between built form and strata using OLS regression, Geographically Weighted Regression (GWR), on-site surveys and interviews to understand how this association is being determined by the Urban-Land Strata Policy, or shaped by the market or other factors. I triangulated the statistical findings using qualitative field data collection methods, specifically surveys and unstructured interviews with residents.

GIS data was obtained from the city's Tax Assessment Office (UAECD). It comprises data from parcel and building information, property value assessments, and construction dates. This information was joined with GIS data from Bogota's Planning Secretary (SDP) that show building regulations, land uses, and zoning. Social data was obtained from Bogota's Multipurpose Survey of 2011. Data was processed using GIS-based spatial statistical regression analysis (Pendall and Carruthers, 2003; Talen, 2005, 2006, 2008; Bramley et al. 2009; Dave, 2011). Interviews and surveys were conducted in selected neighborhoods to contribute a nuanced understanding of the role of the stratification policy in driving segregation in Bogota, including perceptions of residential segregation and mobility. Finally, specific Urban Design research methods like mental mapping and deep observation were used to validate both the results of interviews and the findings from the GIS analysis (Lynch, 1960; Jacobs, 1995).

This research seeks to inform urban planning policy in Bogota and Colombia and contribute to the international research in urban morphology and social integration. The study will potentially contribute the revision of the Bogota's comprehensive plan due in 2017, and the housing and integration provisions of the City of Bogota Development Plan of the upcoming mayoral administration. The methods employed are innovative for the local context as they introduce statistical analysis to the study of the city form, and the investigation will trigger further experimentation with these methods in Colombia. In the international context, this research will contribute to the young body of experimentation with spatial econometrics in the field of urban design and social sustainability that is being triggered by the new availability of GIS data.

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Cultural Landscape Characters and Evaluations on Hani Settlements in Xishuangbanna, Yunnan

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The concept of ‘cultural landscape’ was proposed in the 1920’s, mainly refers to the natural scenery, buildings, factories, villages, fields, city, traffic facilities and road, and the complex cultural phenomenon of characters and costumes. As the representative of ‘the collaborative works by human and nature’, ‘cultural landscape’, which is independent of world cultural heritage and natural heritage, became a new type of the world heritage in 1992. Compared with other heritage types, the most prominent feature of cultural landscapes is to emphasize the coexistence of humanity and nature, material and non-material. Settlement cultural landscape is an important category of cultural landscape. And it epitomizes a variety of ways of interacting between human and natural environment.

This article summarizes the cultural landscape characteristics of Hani settlement group in the Xishuangbanna, Yunnan province, based on the concept of ‘cultural landscapes’ and ‘cultural landscape inheritance’, the classification and standard of ‘cultural landscape inheritance’. The core feature of this cultural landscape is “vertical-distributed eco-system”, which formed by three sub-ecosystems based on forest, village and terraced field. The completeness of the forest-based ecological subsystem should be the pre-condition for the existence of all other spatial elements below. The magic woods in Hani settlement is the most sacred and strictly protected area. It reflects that Hani people believe in Animism. The scenic forest provides material resources for Hani people. Residence-based living subsystem is the main living space of Hani people. The site selection of village gates, open spaces and

residential houses can show the traditional values of Hani people. The open spaces between the houses are used as domestic field for feeding poultry and growing vegetables. These fields are helpful to both the agricultural production and waste digestion of the village. Terraced field productive subsystem is the typical representative of Chinese farming culture. Terraced fields is not only for survival, but it is also the culture core of Hani people. Over the past 1,300 years, Hani people have developed a complex system of channels to bring water from the forested mountaintops to the terraces. They have also created an integrated farming system that involves buffalos, cattle, ducks, fish and eel and supports the production of red rice, the area's primary crop.

This article evaluates Xishuangbanna Hani settlement group by the standard of world cultural landscape heritage, points out that it is formed of nature elements and humanity elements, which represents a masterpiece of human creative genius in natural environment. Xishuangbanna Hani settlement group belongs to continuing landscape of organically evolved landscapes and reflects the Outstanding Universal Value with integrity and authenticity.

First, Xishuangbanna Hani settlements witness Chinese traditional cultivation culture. Responding to the difficulties and opportunities of their environment of high mountains, narrow valleys crisscrossed by ravines, extremely high rainfall (around 1400mm) and sub-tropical valley climate, Hani people have created out of dense forest an extraordinarily complex system of irrigated rice terraces that flows around the contours of the mountains. The Hani terraced fields demonstrate an extraordinary harmony between people and their environment in spiritual, ecological and visual terms, and is based on a spiritual respect for nature and respect for both the individual and the community, through a system of dual interdependence known as the 'Man-God Unity social system'.

Second, Ganlan Architecture (Pile-supported building), including Yongge, Yongya, Yongsha, demonstrates the architectural culture of Xishuangbanna Hani settlements. Hani people's daily life reflects the the original belief, cultural festivals, music and dance culture, costumes culture and traditional food and medicine culture.

The UNESCO's World Heritage Committee inscribed China's cultural landscape of Honghe Hani Rice Terraces onto the prestigious World Heritage List on June 22, 2013, which makes Honghe Hani Rice Terraces emerging in the world spotlight. However, in recent years, the traditional Xishuangbanna Hani human settlements has experienced significant changes under the pressures of modernization, marketization and urbanization. Generally speaking these changes are so profound, which not only reshape the traditional appearances of the Hani villages, but also could destroy the long-term and vulnerable vertical circulation of the human settlement system. This should be a considerable threat to the sustainable development of these Hani vernacular settlements in future. The protection and utilization of cultural landscape of Hani settlement group in the Xishuangbanna, Yunnan province, need further consideration and study.

Rio de Janeiro 2016: management of “Porto Maravilha” urban operation

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Rio de Janeiro ranks second among the six Brazilian municipalities with the highest Gross Domestic Product (5.1%), being its current number of inhabitants of about 6,476,631 (IBGE,2015).

This city – internationally well known as Brazil’s iconic postcard – has led, since the beginning of colonization, a key role in the economy, culture and politics of its country. Being one of the main country entry and exit routes of material, social, and cultural goods, among others, the city of Rio de Janeiro has occupied a longstanding strategic role on political and national economic grounds. Thus, with such a rich history, its urban fabric, architecture and cultural identity still keep strong traces of its past. However, throughout its growth, problems also have emerged such as high crime, urban voids and degraded areas.

During Brazil's international economic highlight scenario, the city of Rio de Janeiro was chosen in 2009 to host some international-scale events like the Olympic and Paralympics’ Games in 2016. The city hall saw this fact as the opportunity not only host the 2016 events, but also to leverage a huge urban renovation project, also providing a post-event legacy to the city. With this ideas in mind, the city council, supported by the state and federal governments, designed some anchor projects and investments and rendered them operational based on a city planning strategy focused on the renewal of degraded areas. This strategy was anchored on three pillars: Urban Rehabilitation, Real Estate Development and Socioeconomic Development.

The port area of Rio de Janeiro - which celebrated its 100th anniversary in 2010 - has undergone a strong degradation and property devaluation along time. The region

has chronic points of flooding, low rate of green areas (2.5%), degraded architectural heritage, points of garbage accumulation, the dumping of sewage in the drainage system, rivers and the Canal do Mangue, territorial impacts and pollution, high crime rates, among other symptoms. However, this urban emptiness is also balanced by its "hidden" wealth. Besides the lack of emphasis on its historical and cultural heritage buildings, the intervention area has a rich historical and social legacy, samba schools of historical and cultural relevance, besides its central location by the sea.

Thus, the port area was considered as a "fundamental stone" for the development of strategic projects of the municipality and thus the Municipal Law No. 101/2009 has created the "Urban Operation inserted in the Special Urban Area of Rio de Janeiro's port".

The main goal of the current study consists in researching how the planning proposals of the municipality of Rio de Janeiro were managed, and to assess the extent of their successes, hindrances and adjustments during its implementation period. The methodology used in this analysis grounds on a qualitative and quantitative data collection and talks (directly or by skype) to people involved on its organization and with other stakeholders, in addition to the analysis of data provided by the City Hall, local news and newspapers.

Named Urban Operation "Porto Maravilha", the project covers an area of 5 million square meters, geographically bounded by Avenues Presidente Vargas, Rodrigues Alves, Rio Branco and Francisco Bicalho. In this area are located more than 70 heritage buildings that belong to the Special Area of Urban Interest. With a population of 32,000 inhabitants (in 2012), of which 12,000 were economically active, the Human Development Index (HDI) in the area has been 0,775 so far. The project aims to increase its population up to 100,000 inhabitants in a ten-year period. It also plans to adopt a new concept of urban mobility and give priority to new pedestrian and transport modes, in addition to a sustainable, planned and integrated development. Triggering a new life to the site and requalifying its space, the Urban Operation "Porto Maravilha"'s main axis aims at enhancing residence, work and leisure in the town centre, and integrate it into the urban fabric in an inclusive way. Thus its scope included the enhancement of many historical and cultural heritage projects.

The management and implementation of this project in the expected time, minimizing impacts on its inhabitants' everyday life, resorted to a legal framework that included new land use regulations and increases in land built potential. In addition, it was settled the collection of contribution of charges through Certificates of Potential Additional Construction (CEPACS). Of the total amount expected to be collected from the sale of CEPACS, 3% are mandatory assigned to regional historical and cultural heritage recovery. Thus, works are being funded by an innovative financial model, designed as an alternative to public funds.

The works scheduled to be completed by the events are: Via Porto Binarío (surface roads and tunnel of Saúde), Binarío Tunnel, expressway (surface roads and Expressway's Tunnel), replacing the Perimetral, a new urban infrastructure and a new road system, and the urban development of the hills.

The city of Rio de Janeiro could not stop while the works of the Urban Renewal were being implemented. To manage this issue, it a Public-Private Partnership (PPP) was settled between the municipality of Rio de Janeiro and three other companies in the market – the dealership Porto Novo. This company is responsible for the works and the provision of operation services. The total investment of this PPP is expected to reach \$ 8 billion Brazilian reals. Of these, \$ 4.1 billion Brazilian reals will be allocated to the works of restructuring, and the remaining will be assigned to maintenance and services delivered during the transformation processes, mitigating its possible impacts on the city's daily life, thus enabling the completion in time of constructions on the port area and its surroundings.

From the real estate standpoint, the project aims at introducing a mixed occupancy of the entire region; raising the commercial real estate occupancy rate in the city centre above 90%; bridging the gap of at least 8000 hotel rooms to meet the demand of the international events; promoting residential projects in the city centre and its surroundings; stimulating their quickly sale; and promoting a change in the real estate development axis. The final goal consists in a deep change in the central city, providing citizens a wider feeling within public spaces, thus exerting a positive impact on the city's image not only for its inhabitants but also for their visitors.

Thus, this study aims to assess the economic, social, and environmental impacts this operation has been exerted on its environment, stressing how its management features have enabled the achievement of funds and their leveraging, triggering its expected future results.

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The conceptions of urban entrepreneurship: an analysis between Barcelona and Rio de Janeiro

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Keywords: Urban Entrepreneurship; urban restructuring; gentrification; citymarketing.

This article, which was produced from the master's thesis in 2013, is an understanding of the "model" that local administrative authorities have been developing since the 1980s in various cities across the planet - the Urban Entrepreneurship. With analysis of their design, their strategies and problems arising from its implementation, can present some criticism of this way of managing a city.

Since the Brazilian Constitution of 1988, when the municipalities become autonomous federated entities, various strategies and governance arrangements are being implemented in them. We are talking about participatory budgeting, the "Entrepreneurship Government", the Solidary Local Governance and Urban Entrepreneurship, among others, to improve government activity, solve problems and promote development in cities.

This work, exploratory, aimed to understand one of these "modalities" of public management and its application in Brazil, namely: the Urban Entrepreneurship, which has been adopted not only in Brazilian cities, but in several cities worldwide.

In this regard was held literature on the subject, which allowed the identification of concepts, strategies, practices and criticisms of this type of management.

In the first part, we expose the theoretical explanations of what the Urban Entrepreneurship and the context of its emergence; the second meaning of the term Urban Entrepreneurship (with their descriptive synonyms) and strategies; the third part of the article there is the practice of public management mode in two cities: Barcelona - ES (international practice analysis) and Rio de Janeiro - BR (national practice analysis); in the fourth part, it is characterized the consequences and possible criticism

of the use of this type of management in municipalities; and, finally, in the fifth, final considerations are made with inquiries regarding the practice of Urban Entrepreneurship in local government.

Why not all mega-events are the same, a study of the 2015 World Cycling Championship in Richmond, Virginia, U.S

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Mega-events' allure has waned considerably over the years. Many cities still bid and compete quite fiercely for the chance to host a myriad of different events. However bidding and pre-event planning is increasingly seen as an opportunity to locate, create and develop support for projects, which will remain useful after the event is over, or which will need to be built in spite of the bid's result. Prior research on mega-events has tended to focus on the reasons invoked by a particular city to host the event, the planning and preparation works, the intense period of activities, and then a relatively immediate post-event assessment. I hypothesize that it is important to learn from less well researched mega-events in order to demonstrate that certain types, such as the World Cycling Championship, are not as costly for the host city as the most extensively researched mega-events, typically the Olympic Games, World's Fairs, and World Soccer Championships. The purpose of this paper is to examine and discuss the 2015 World Cycling Championship in Richmond, Virginia. There is relatively little research on the socio-economic and territorial impacts of this type of mega-event. One of the important differences between 'place-based' and 'street-based' mega-events is that the latter tends to be less capital-intensive and perhaps slightly more disruptive city-wide than the former, which is restricted mostly to a specific area. The research methods have included *in situ* observations, interviews and meetings with elements of the organization, planners, residents and business owners during and after the realization of the championship in summer and fall 2015. The anticipated findings are likely to elucidate how the city of Richmond utilized the mega-event to increase everyone's awareness of cycling as a competitive sport and also as a worthwhile everyday mode of transportation.

Contemporary urbanization and simultaneous processes of urban concentration and urban sprawl: case study of Porto Maravilha Urban Operation

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Contemporary urbanization is characterized by a new phenomenon, in which there is a simultaneous occurrence of both urban concentration and urban sprawl, mainly in metropolitan areas. This brings to new urban structures and new spatial forms, according to Gottdiener (1985), including both the redevelopment of downtown areas – with the renewal of historical, industrial and port areas – and urban growth and urban sprawl – characterized by new areas disconnected from the existing urban forms, interspersed with vacant land. Centralities are created or reinforced – becoming multiples, distributed and interconnected –, following the process of spatial decentralization (CASTELLS, 1996). These changes occur with a growth of highway systems, followed by a higher demand of housing, commerce and service to suburban and exurban areas, bringing downtown areas to a decline. Urban renewal of central areas can bring to its gentrification, which moves poorer residents out of urban areas into suburbs or more depressed areas – expanding even more the urbanization.

This indicates there is a change in the old Fordist metropolis and its socio-spatial organization, originating the contemporary Postmetropolis, whose urbanization process is structured by larger regional scales (SOJA, 2000). The urban configuration starts to be formed as “constellations” or “nebulae” of urban cores (REIS, 2006). Their sprawled and concentrated areas are connected through the transportation routes and through the information and communication networks.

Contemporary urbanization is characterized by emblematic projects, urban reconfiguration and major events – strategies of city marketing, whose objective is to restructure the cities to promote them and insert them in the globalized world. In order

to attract major investments, the cities are seen as commodities and as brands, and are often called “spectacle cities”.

City marketing strategies are expected to convey a sense of social belonging and self-esteem to the local population, and to help neutralizing conflicts and cultural differences among them. These elements are intended to include cities in the global competition for capital and investments, making the urbanization dominated by a “pensée unique” – consensual thinking. (ARANTES, VAINER, MARICATO, 2000)

In this context, contemporary urban interventions tend to “stage” the cities, in which everything is consumable and contemplative. Local people are seen only as supporting actors following a script and forming a frequently manipulated mass. The concepts of society and consumerism merge and the notion of citizenship changes – as individuals start to be seen as consumers, and the city, as a market.

In Brazil, cities like São Paulo and Rio de Janeiro suffered deindustrialization since the 1980s. Old Fordist industrial plants were closed or moved to metropolitan suburbs or further away. During the same time, there was an economic crisis happening in the country. Simultaneously, new centralities started to grow in expanding areas, attracting higher valuable activities to them (mainly commercial and service). These changes brought the old central areas to decay, followed by a decrease in its population. These cities urged to be restructured, and new economic functions needed to be created. In this scenario, emblematic projects and urban reconfiguration arose in Brazilian cities (apart from São Paulo, where it happened since the 1980s). Also, attempts by the cities to attract international major sporting events, such as the Olympic Games, started to happen.

In Rio de Janeiro, the “Operação Urbana Consorciada Porto Maravilha” (Porto Maravilha Urban Operation) was created to revitalize the old port area, which is part of the city downtown. The Operation was institutionalized in the end of 2009. Plans and laws, and a partnership with the private sector, were established to ensure the project’s implementation. The Operation was made possible through an administrative consortium (Public-Private Partnership) that was created to perform works and services and manage the area, including the public spaces and its services. The

prediction is that the entire region is transformed by 2016, just in time for the Olympic Games Rio 2016.

Like other emblematic projects, urban restructuring planned by Porto Maravilha is based on the development of new, representative buildings and interventions that tend to become new landmarks, which are created to be “symbols” of the project – and also to attract more private investments.

In this Operation, economics and politics are more important than the technical aspects. Therefore, social issues are forgotten, and local population’s lifestyles, along with their culture and identity, are not included in the intervention plans and projects. Moreover, the Operation had no clear instruments for popular participation. This was aggravated by government programmes and decisions implying the arbitrary removal of some favela’s residents, which were resettled in distant places that offer fewer options of commerce and service – and therefore do not offer the same life conditions to them. After six years since the starting of the Operation, a Social Housing Plan was finally established. This plan was created after all the land where the Operation is taking place was already divided into various lots by real state agencies.

This paper analyses Porto Maravilha Urban Operation in the context of the simultaneous processes of urban concentration and urban sprawl in the metropolis of Rio de Janeiro. The initial hypothesis is that the “revitalization” promoted by Porto Maravilha in its central area reinforces urban expansion, which increases both processes of urban concentration and urban sprawl.

The methodology of research consisted on a theoretical study about contemporary urbanization, especially about international models of emblematic projects and urban reconfiguration related to urban renewal and city marketing. In this paper, Porto Maravilha is characterized and has each of its elements analyzed. Afterwards, the paper will show how the Operation is in the present days. Field research that was conducted will also be presented, which will bring to a comprehension of its impacts and real legacy to the city.

The analysis results will bring to an overall understanding of the phenomena associated with contemporary urbanization. Also, they will add to the debate on emblematic projects, urban reconfiguration and major events, which transform the

cities in “businesses machines”. Such cities are seen not as places to live, but as places to consume – moreover, space and time are seen as products. These reflections are intended to help constructing new, alternative projects that incorporate popular participation effectively, and can be truly useful to local people interests.

Olympic legacies and city development strategies in London and Rio; Beyond the Carnival mask

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Legacy has risen up the Olympic agenda in the 21st century as a rationale for hosting the Games and for the spatial transformations of cities that have accompanied this. In particular the 'urban legacy' of Olympic city building has been evident in host cities influenced by global policy models such as the 1992 Barcelona games. From 2003 'promoting a positive legacy' was added to the IOC Charter and became a criterion in assessing bids. Yet there is no agreed definition of legacy and it is therefore a complex and contested concept open to many different interpretations and the subject of political debate and action over its conceptualisation and realisation.

Equally contested is how legacy is to be interpreted and understood. While some academic accounts have been geared to how to achieve legacy within normative policy discourses (see for example Davies, 2012; LERI, 2007) others have taken a much more critical stance focusing on the displacement and lost alternatives that constitute the 'dark side' of legacy (Thornley, 2012; Broudehoux and Sanchez, 2013). This is often accompanied by a theoretical understanding which sees mega-events and their urban transformations as manifestations of neo-liberal urbanisation, entrepreneurial governance and the entrenchment of socio-spatial polarisation. Following Hardy (1999), mega-events and their legacies are the 'carnival mask' or 'circuses' (de Souza, 2012) which act to soften and hide these unequal processes. Depicting the spread of Olympic city-building as a result of the top-down transfer of a universal urban policy has become common (Gibbons and Wolff, 2012b).

The need to avoid a deterministic and mono-causal view of neo-liberalism which forecloses possibilities for alternatives is well rehearsed in the literature (see for example Peck J and Theodore N (2010) along with the need to build understandings of urban processes from a wider range of cities than the post-industrial north (Parnell and Robinson, 2012). More recently work has begun to explore the contribution that thinking with assemblage can bring to these debates (Brownill et al 2013, McCann and Ward, 2011) focusing on how a concept such as legacy is made through the bringing together of ideas, actors, projects, governance models etc. 'into some form of provisional socio-spatial formation' (Anderson and MacFarlane, 2011 p124). Assemblage refers not just to the form of projects but the strategies of assemblage aimed at holding together these diverse elements. It affords the possibility that within these contradictory and contested processes spaces may therefore be opened for alternatives. Yet assemblage has been criticised for moving from criticism to description and for potentially over-emphasising the possibilities for reassembling space (Brenner et al 2011). This paper therefore explores the possible contribution an urban assemblage framework can make to build a more nuanced but still critical lens through which to review mega-event legacies.

Drawing on discourse analysis of secondary documents and interviews with key stakeholders this paper explores these debates by analysing how legacy has been made and remade in two cities; London and Rio. It focuses on the spatial practices of legacy (masterplans and frameworks, and stadia and other major projects) and their governance. It reveals the different narratives of legacy that have evolved and clashed over time, how the contradictions between these have been held together by complex and shifting governance arrangements and how this remodeling has been made real through a variety of spatial practices of assembly. It also critically explores whether in these contingent and shifting process spaces exist which can be opened up to explore alternatives.

The paper concludes by discussing how thinking critically with assemblage can be a useful tool in understanding the complexities and nuances in what is happening on the ground without losing sight of wider relations of space and power.

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The relationship between dementia prevalence of the female elderly, personal exercise habits and distribution of exercise spaces in Tainan City, Taiwan

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Keywords: Elderly, Dementia, Exercise Behavior, Exercise Space

With advances in medical technology, the average human life expectancy extends and the global population is aging. Accordingly, the number of people with dementia is steadily increasing. Alzheimer's Disease International released the World Alzheimer Report in August 2015 and updated the data on dementia's global prevalence. There are an estimated 46.8 million people worldwide living with dementia in 2015. This number will reach 74.7 million in 2030 and 131.5 million in 2050. Due to the average life expectancy of female is longer than male, female people comprise a significant majority of the elderly population (United Nations, 2015). Moreover, the prevalence is higher for women than for men. (Alzheimer's Disease International, 2015). Hence, female elderly have become a high-risk group with dementia in the foreseeable future.

The estimated prevalence of dementia in people aged 60 or over is 4.7% in Asian, 5.9% in Europe, 6.4 in the America and 4.6% in Africa (Alzheimer's Disease International, 2015). In Taiwan, the prevalence of dementia in people aged 65 or over is 4.97% (Taiwan Alzheimer's Disease Association, 2012). Although the number in Taiwan is not particularly higher than other region around the world, the increase of proportion in the number of elderly people living with dementia (2015-2030 and 2015-2050) will be higher in Taiwan than in most of other countries. The calculation and data of the proportionate increases of elderly people with dementia are as follows:

The proportionate increases in the number of elderly people with dementia

$$= \frac{\text{the future number of elderly people with dementia} - \text{the current number of elderly people with dementia}}{\text{the current number of elderly people with dementia}} \times 100\%$$

According to the latest projection, the proportionate increases between 2015 and 2030 will be 69% in Asian, 28% in Europe, 67% in the America, 74% in Africa (Alzheimer's Disease International, 2015) and 84% in Taiwan (Taiwan Alzheimer's Disease Association, 2014). Also, the proportionate increases between 2015 and 2050: 194% in Asian, 78% in Europe, 216% in the Americas, 291% in Africa (Alzheimer's Disease International, 2015) and 240% in Taiwan (Taiwan Alzheimer's Disease Association, 2014).

Considering the number of elderly people with dementia is increasing rapidly in Taiwan, it will be a heavy burden for the families, social human resources and medical resources. Therefore, how to prevent and treat dementia from all aspects is one of the urgent issues in Taiwan. At present, although there are no effective treatment and intervention strategies for dementia, according to some studies, practicing aerobic exercise more than 4 hours per day or more than twice a week regularly can effectively reduce the risk of dementia about 50% (Rovio S. et al., 2005; Sumic A. et al., 2007; Kuo-Chin Huang et al., 2013).

The main factors that affect exercise behavior of elderly people consist with personal factors and external environmental factors (Nancy E. Sherwood et al., 2000; Lisa W. Boyette et al., 2002; Kuei-Min Chen et al., 2006). For the personal factors, the exercise habits play a significant role in affecting exercise behavior of elderly people. The exercise habits of the elderly people can decide the way, the time and the place they exercise. For the external environmental factors, according to the research report on movement policy of elderly in Taiwan released by the Taiwan Sports Administration in 2010, one of the main reasons of obstructing elderly people to do exercise is lack of exercise spaces. Due so, most elderly people would do exercises in or near their home. Hence the distribution of exercise spaces/ sporting facilities is an important factor affecting whether elderly people could exercise properly.

This paper selects the female elderly aged 55-75 as the study population cohort. Taking Tainan City as a case area, this paper expects to discuss the relationship between prevalence of dementia in the female elderly, personal exercise habits and distribution of exercise spaces. This paper will firstly identify the exercise spaces of

female elderly people in the research area, such as parks, schools, gyms and so on. By understanding what and where female elderly people would normally do for exercise, this study will examine the relationship between the sporting location and exercise habits. Secondly, this research will explore “the relationship between types of different exercise space and female elderly people with dementia” and “the relationship between types of different exercise space and female elderly people who exercise regularly”. Moreover, this paper will discuss the relationship of spatial distribution between exercise spaces, dementia prevalence of female elderly and exercise habits of female elderly by using GIS spatial analysis methods.

The result of this paper is expected to explore whether the number and spatial distribution of exercise spaces/facilities can influence the exercise habits of female elderly and the dementia prevalence of female elderly. Also, we intend to learn what kind of exercise spaces that female elderly will feel in favor of to do certain type of exercises. This paper aims to provide some information for setting more exercise spaces to enhance female elderly people’s willingness to do exercise and to reduce the risk of dementia for the elderly in the future.

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Upper city planning and development: the Juiz de Fora growth vector

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Introduction

Juiz de Fora is the largest city in the Zona da Mata region, in the state of Minas Gerais. It is currently undergoing a strategic expansion process in its western vector. Among the expansion projects, there is the federal road known as the BR-440. The BR-440 construction is foreseen in federal law, the road purpose is to connect two other important federal roads: the BR-040 and BR-267. According to the plan, the BR-440 will have nine kilometers in length that will connect the Upper Town (RP West) to the Northeast of the city, affecting about 27 neighborhoods, condos and housing developments. The highway will have three viaducts and two lanes, besides shoulders, walks and pedestrian walkways, flower beds and security tracks, according to data provided by the City Hall.

According to the Director Development Urban Plan of Juiz de Fora (PDDU / JF, 2000), a public bodies major concern was to seek new avenues for the city growth and expansion, focusing on the transport infrastructure question, namely, the channels and flow paths creation.

Methods and Materials

For this article development, deep research on the related event was needed. For a better comprehension, it was created a chronology, which means, a line time where the events were punctuated. These were put together, separated by theme and then, the data were crossed. For better knowledge of the facts, primary sources as pictures, processes, laws, season books and newspapers were surveyed, as well as many related bibliography references.

Discussion

The Juiz de Fora settlement occurred as a result of a road, the Caminho Novo (New Way), connecting Ouro Preto to Rio de Janeiro, built in the eighteenth century. The population growth and urban development were set because of this road and others which were subsequently drawn.

The railway is the oldest route, it dates from the nineteenth century when it was called Dom Pedro II Railroad. The BR-040, BR-267 and the MG-353 make support for the intercity transportation. The Rio Branco Avenue is the oldest among this kind, having emerged with the village, then called Santo Antônio do Paraybuna camp, also in the nineteenth century. The JK and Itamar Franco avenues support the city growth in the north and south directions, respectively; and the most recent among the listed roads is BR-440, a federal road plan designed to cut the urban center and several neighborhoods. There is now a growth trend towards the western region and the BR-040. This area is the Upper City, the São Pedro Planning Region.

The centrality of Juiz de Fora is changing, the current downtown area is running out and the "new center" seems to be the Upper City; which, incidentally, is already being re-signified. The Mall Independência is located in the Cascatinha neighborhood, this shopping demand density, circulation and services. The current central area will become only a commerce space and later on, will suffer gentrification. There is still lack of services in Juiz de Fora when compared to larger cities, but these services are already appearing on the BR-040 axis and specialized services are been the main attraction. The area for "services" is highly valued, the 'trade' is far less. Around this area is already happening a gentrification process and the higher income people is occupying the space.

The BR-440 will generate a heavy traffic that will transit through it until reach other roads: BR-040, BR-267 and MG-353. For its implementation, the BR-440 will cut neighborhoods and regions with worrying ecological problems, besides the Dam, the São Pedro Stream, the Borboleta Stream and scattered green areas. Second of all, in NAGEA's technical opinions, the route hurts several environmental codes prepositions that pertain to waterways and basins minimum clearances and permanent preservation areas implementation.

In addition to the environmental issue, there is a problematic case of the unwanted traffic that will pass through a dense neighborhoods at high speeds, condemning them to the a road marginal condition; these neighborhoods with often irregular occupation, subject to economic enticement generated by the services needed to respond to this size road movement and forced evictions. For the legally accepted road implementation, it needs to be 50 meters wide in its entire length, considering, collector lanes, lanes, medians and sidewalks, as well as a safety margin. It is evidently that the paths and streets where this road is meant to pass is extremely smaller than it has to be.

Results

There is no natural need for suburban expansion, all these activities are driven by the real estate market and its land speculation need. As the land price in suburban areas rises with new buildings proliferation, the land relative price in central areas falls (Smith, 2007). For the investor, apply capital in more appreciated real estate areas is much more advantageous, that is why there is so many land for sale in the Upper Town. Nowadays,. Juiz de Fora is in 25th position in the best city to invest in real estate ranking in Brazil, way ahead of São Paulo, Rio de Janeiro and Brasília; and behind Niterói, Florianópolis and Vitória, according to Infomoney (2015).

In most cases, large public investments helps to strengthen the urban land value, by the great builders and businessmen beneficitation. In this way, it creates an unequal city, where the best infrastructure and equipment are installed in accordance with the capital interests. Before the recent decades accelerated growth, the Upper City was way less dense, the commerce was less, and the greater economic value buildings were usually farms, used by non residents as rest areas on weekends. This was all replaced by a thickening, more residences and refined commerce.

The Director Development Urban Plan of Juiz de Fora emphasizes the Upper City spatial structure that for decades has been identified as a great growth potential area because of its strategic geographical position, coupled with an outstanding natural beauty presence (PDDU / JF, 2000). In spite of the green areas presence, the whole justification around the real estate speculation in this area is based on the districts traditional inhabitants life quality. With the region growth, the population density was

followed by below normal character agglomerations, in other words, informal settlements. Roads such as BR-440, not only qualify access to the area, but also has its works linked to the illegal residents eviction, either forcibly or through the "white removal".

Conclusions

Juiz de Fora is going through the real estate valuation process, while some areas such as the city center suffer from the devaluation, other areas go through the reverse process. Investments are increasing and the city walks firmly towards neoliberalism and the city-merchandise station; and how Otilia Arantes (2000) once registered, the market city is the privileged minority city.

The city expansion axis, toward a new centrality development still have many challenges. Combine everybody's interest will be a battle to win. The hope underlies in this current Director Plan with participatory meetings and workshops that aims to reach the population.

The BR-440, the main speculation process axis of real estate valuation and centrality expansion, is a large and important connecting cord between the neighborhoods of the Upper City from the Monte Cristo, through the University and surrounding neighborhoods up the São Pedro dam. The important thing is to turn this cord into a multi-purpose equipment, adding not only life quality for local residents, as well as enhancing its tourist potential and connecting to other major roads that should receive the same treatment as the Interbairros and the Coletora.

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The pure and slave science of large scale urban projects: convergences between Belo Horizonte north and south projects, Brazil

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Recent world prospects of urban population growth have put cities at the centre of global challenges debate. All over the world, massive investments are pushing urban regeneration initiatives, essentially through Large Scale Urban Projects (LSUPs). In the last three decades, this group of urban interventions has been linking urban renewal, mobility infrastructure improvements, and large architectural interventions through public private partnerships and selective deregulation in urban policy. This paper analyses the dichotomy between the pros and cons of global LSUP to discuss the agents' role in two Belo Horizonte Metropolitan Area LSUPs.

In general, the arguments in favour of LSUPs associate these with international urban design, architecture and city management best practice. In this background, LSUPs are a 'pure science' oriented by urban design technique. On this basis, LSUPs distortions and impacts tend to be blamed on external factors, such as lack of political will or speculative action of economic forces. On the other hand, LSUPs can be criticised for being a 'slave science' to neoliberal determinism in urban policy, i.e. a final product of market friendly urban policies. On this basis, LSUPs problems are not a distortion, but result of a bigger process.

The paper discusses how that such pure and slave dichotomy has an important role in LSUPs production by comparing two LSUPs in Belo Horizonte, Brazil. The first one uses the Aerotropolis approach to articulate a set of interventions in the North Vector of Belo Horizonte. The second one named C-SUL is a new district driven by new urbanism concepts. In both projects a political and economic deterministic view

has been articulated with private consultants. In the first project, the American academic and airport business consultant John Kasarda's presence is used to legitimate the investment concentration in the airport region, despite tensions with the environmental impact and social agenda. In the same project, the Brazilian modern architect Oscar Niemeyer presence is used to articulate politic tradition with monumental iconic architecture. In the C-SUL project, the Brazilian politician architect Jaime Lerner's presence determined the new elite condominium concept promoted by traditional real estate investors. In both LSUPs the final urban form has been enabled to solve mobility and environmental problems or promote equity, inclusivity and diversity. On the contrary, these projects are likely to aggravate environmental problems, increase spatial inequality and spend high investments in inadequate mobility systems.

To understand the role of these pure science agents in these local LSUPs production, the analysis uses Pierre Bourdieu's field theory. The first step for such discussion is the identification of *relational* and *dispositional* field properties. Relational properties describe how the external determinisms act on the field of forces and how the field handles external demands. This analysis shows the low or high field permeability to external determinism. In addition, dispositional properties describe how agent hierarchy inside the field deal with these determinisms and preserving their internal rules and hierarchy. About the role of agents, the paper shows how dominant agents use and accumulate different capitals inside the field to preserve their position.

Ending the argument, the paper presents a reflection about chances for changing the field structure. The central idea is that the field of forces is vulnerable to destabilizations that can change its rules and hierarchy, even in a timely manner, and enable 'back doors' or 'cracks' to change urban policy, urban forms or both. The proposal for affecting these is oriented by three strategies: (a) focusing efforts on moments of *low field permeability* that allows greater capacity for urban planners' action on the final projects; (b) focusing efforts on agents' *empowerment* to change internal field rules and decision-making processes; and (c) focusing on re-thinking planning, urban design and architecture agents' disposition using Bourdieu *habitus* concept.

City marketing in Medellin - Colombia: awards and good urban practices as a global reference

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"Cities can't be totally global". It is the statement of Doreen Massey, (1993 cited in Fortune and Silva, 2002, p. 443), who examines that before the social and cultural conditions that make up the city, a globalization of a few projects in the others localization. By this way, globalization generates its own opposition, allowing actions, groups or movements to break what otherwise would be an universal continuity of logic global institutional messages (Fortuna; Silva, 2002, p. 451).

In Colombia, globalization and international policies has also affected the development of cities. In line with Peck and Theodore (2010, p. 171) "there is a pre-made market for Barcelona or Vancouver classes, in locations that are in line with current policies and ready to insert the cities in a global market to ensure possibility of making the local an overall practice". That is how the city of Medellin established in the global planning debates as a successful example and as a good practice, which has allowed to host some of the most important international events in the country, like a headquarter of the seventh World Urban Forum organized by UN-HABITAT in march 2014.

But such recognition has been the result of several political processes where city marketing is the key element for the dissemination of urban practices and as advertising platform abroad. For Boneti (2007) "agents that define urban policies are not just national, and the programs and projects are not unique or different, as they are according to the global economy". By this, the present article aims to analyze

city marketing strategies that Medellin has implemented in recent years; and it will provide as main results the analyses of:

- The awards and mentions and that the city has received due to international advertising.
- Entities that have disseminated as an example the urban transformation of Medellin.
- The good urban practices that are referenced worldwide of the city¹.

The urban transformation in the last 20 years in Medellín, went through take positively problems of violence and vulnerability by improvement the slums, with electric stairs, mobility and libraries², conforming what Jacques (2004, p. 26) establishes "a sale of the city as brand image that uses culture as a front for real estate speculation and for political propaganda".

In Medellín, the urban transformation built many facilities that are now the city image as the *Edificio Inteligente* (1997), the *Parque de los Pies Descalzos* (1999), the *Plaza Botero* (2000) and the *Parque de los Deseos* (2003) policies which emphasizes in create quality public spaces of inclusion throughout the city. Each project demonstrates what Vaz (2004: 2, 3) proposes: "spatial transformations are not considered only in its physical dimension, because involve considerations of symbolic order. The place, the image and the identity, are elements deeply grounded in the local culture that have become fundamental".

By this way, the library parks, cultural centers and quality schools were a political decision to "recover in all areas of society the legal presence of the state" recognizing the rights of communities to these facilities (words of Sergio Fajardo's

¹ For the article will be searched information in plans, projects, videos, national and international press reporting, in entities as the Ministry of Housing, the Department of National Planning, the Government of Antioquia, the Mayor's office and Medellin, and development company Medellin Urban in Colombia, as well in the agendas of international organizations that have established Medellin as reference for good urban practices.

² *Centre for liveable cities destaca transformación urbana de medellín*. Publication date: 03 de junho de 2014. Available in: <http://diarioadn.co/medell%C3%ADn/mi-ciudad/reconocimiento-por-transformaci%C3%B3n-urbana-de-medell%C3%ADn-1.110746>.> Access: 25 de november de 2014.

major (2004-2007); with high quality projects that recovered precariousness areas, densely and poor occupied with high rates of violence³.

Thus the awards and recognition around the world for this city, it made to continue on the competence and market. Among the awards stand out “The most innovative city in the world” in 2013, granted by the Wall Street Journal in the United States; and the “Lee Kuan Yew award in developing cities” in 2014 at the World Cities Meeting in Singapore.

It probably results what Fortune and Silva (2002, p436.) analyzed about the cultural processes of globalization: “the urge homogenization in the offer is opposed by a boost of heterogenization in demand”. The city of Medellín is now a product of marketing strategy, public relations and transnational policies that sold the city as a "brand" by the major's office in a bid to foreign investors but still with high levels of social inequality, violence and drugs⁴.

Finally, it is clear that Medellín has now developed significantly since the late '80s, but in short the set of interventions, awards and good urban practices, it realizes what Canclini (2005: 186.) claims: “this city seems to be thinking like merchandise that would be available for compete with other cities, all administered as companies, as business”.

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The double periphery in Metropolitan Area of Lisbon: Suburban cities without centre

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The suburban growth has almost always been an optimistic growth. Optimistic for land owners who gave a profitable use to land long off from agricultural practices; to speculators that use the tremendous pressure of a demand with no viable alternative in the housing market; for buyers who, in the ongoing (and seemingly endless) appreciation of property, saw its assets swell; to financial capital that found skyrocketing profitability levels and very low risk; finally for municipalities that obtained resources (toxic, for what they represent in the future) that were significant portion of their annual budgets.

It was this unrepeatable optimism, a kind of collective alienation that allowed the emergence of a metropolitan area needing land use planning. This, incidentally, would be an acceptable requirement in this euphoric environment for all, including for the central government that felt some relief from social pressure in this area. It is recalled that already in the period of formation of illegal neighborhoods, in the 60s and 70s, the state allowed the construction by applying the “fine system”. That is, while it marked his commanding presence through a soft supervision never did in something in order to dissuade the owners of the construction of their own home, as it was to solve a problem that the state had.

These brief notes help to contextualize the two original aspects that this communication is intended to bring out linked to the big housing neighborhoods in the suburbs of Lisbon: i) its generation in spaces that had only to accommodate infrastructure and correspond to properties that were perpetuated in the toponymy of these housing developments and that have no linkage to each other concerning the road network, the public spaces system or in urban or architectural terms; ii) its organization and internal structure which includes the functional aridity and the

absence of formal centrality, ie public spaces that act as identity references to the communities.

The optimism generated by the short cycle of speculation now requires realism to counter the decline and ensure the long cycle of sustainability. It is intended, therefore, look closely at emblematic cases of the first and second metropolitan crown in order to demonstrate these two originality that shape the “simpliCity” and contribute to the design of mechanisms and instruments to reverse for greater “complexCity” through: i) The adjustment of urban management tools; ii) Municipal and Community funding; iii) Urban interventions aimed at creating spaces of reference; iv) Urban and community animation.

In the absence of urban management tools of detail, that is, that defines clearly the urban form, prevailed, in almost all the metropolitan area of Lisbon, formal and informal varieties for urban expansion, which resulted from the use the use of each promoter of its property.

In the case of clandestine operations, the rural property, without sanitation or water supply systems, sewerage, gas or electricity, was roughly slashed to leaving the sight of what would become the future lots to market. Although the orthogonal grid was the one that best fit a good real estate monetization, the terrain and other obstacles sometimes forced to take other options that brought irregularities to the resulting urban area.

Similarly, formal operations that were taken on pre-existing registered land include autonomous urban solutions within the allotment process either in type or in morphology.

Both in the case of formal urban operations as informal operations the government has never shown, willingly or unwillingly, ability to tame this dynamic. Therefore, one of the most striking images of the Lisbon Metropolitan Area is the succession of “enclave spaces”, ie spaces that function without relationship to each other.

However, there is another striking feature not always so obvious: the absence of a functional center, an identity reference that can exert a centripetal effect on social life in that space.

All this formal and informal suburban movements since the 60's until the early years of the 21st century occur in a very fast pace with the role of the government constrained to the construction of the great accessibility infrastructure or the provision of urban services.

It is understandable, therefore, the conviction that these territories were particularly deficient in social infrastructure, education, safety and leisure.

It is therefore important to bring these two sides - the absence of an organized urban structure with a well-defined center and wide layers of the population without adequate access to collective facilities - to understand that the process of convergence between the two could ultimately result minimizing this double problem by setting and convenient location of network equipment.

What reality came to demonstrate was that the investment was in fact carried out but devalued the need for an educational strategy for these spaces by removing, perhaps definitively, the possibility of constituting an aggregator urban center of local life.

Specific cases were studied on the outskirts of Lisbon, in particular legal urban operations involving large housing complexes and thousands of people, as the case of urbanization of Quinta da Piedade, in the municipality of Vila Franca de Xira (Lisbon Metropolitan Area), where the metropolitan exclusion due to their difficult insertion in the road system, the time and distance to the capital at rush hour joins to the spraying of investments made in collective equipment by the municipal authority or by the Central Administration.

They are, then, peripheries in two ways: in the capital's outskirts and peripheral of themselves.

Built environment, active transportation, and childhood overweight: an exploration analysis

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The prevalence of overweight and obesity continues to challenge public health professionals and planners in the United States (US). During 2009–2010, more than a third of adults and nearly one of five youths aged 2–19 years was obese, according to the Centers for Disease Control and Prevention (CDC). The problem is more profound in socioeconomically disadvantage groups. The prevalence of overweight and obesity is an important issue as obesity is one of the leading causes of death and disability and the cost of treatment has climbed over the years in the U.S.

The lack of physical activities is considered as one of the important factors contributing to obesity and other chronic diseases. The public health and planning literature suggests that the built environment may play a significant role in health outcomes. Land use and transportation planners have long advocated smart growth solutions such as transit-oriented development and changes in the design of the built environment to promote sustainable development and active transportation. Despite the recent efforts on promoting physical activities through change in design of the built environment, more empirical studies are needed to demonstrate the linkage between built environment, active transportation, and health benefits, especially the health benefit of children.

Using the 2008 Cook Children's Community Needs Assessment Survey (CCHAPS) data in the Dallas/Fort Worth area, and GIS and statistical analysis techniques, this study investigates the complex relationship among built environment, childhood overweight, and other socioeconomic and behavior factors. Preliminary

analysis indicates some correlation between childhood overweight and some built environment and socioeconomic factors. Further analysis will provide some insights into the issue. Implications for planning will be discussed.

Symbolic disputes related to Mauá Harbor regeneration project in Porto Alegre - Brazil

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Porto Alegre, the southern capital of Brazil, in the recent decades has staged considerable changes in terms of its agenda in urban planning. The city worldwide known as the pioneer experience of the Participatory Budget and host of many editions of the World Social Forum can recently be identified as one of the host cities of the FIFA World Cup 2014. Being a host of a sport mega event, in terms of urban planning policies, represented an opportunity to deepen managerialism, and mainly, to introduce “urban entrepreneurialism” (HARVEY, 1989) and city marketing strategies (KOTLER;HAIDER; REIN, 1994) to transform the city to compete in the Brazilian and Mercosul scenarios. Thereat, eighteen Large Urban Projects (LUPs) were conceived. From those, fourteen were related to urban mobility, two to stadia and two to waterfront regeneration. However, it is important to signalize that from those eighteen LUPs, only twelve were related to the Responsibility Matrix. The other six, including one stadium and the waterfront regenerations projects have arisen with the opportunity of investments that being a world cup host city represents (OLIVEIRA, 2013).

During the process, different kinds of resistances have emerged, and not all LUPs have been implemented or completed so far. At this paper, we are especially interested in bringing to the light the symbolic disputes related to one LUP, the Mauá Harbor regeneration project. The harbor is located at the city center, and used to be host important ephemeral cultural events. The regeneration project is to transform the historical harbor pavilions and its open spaces in a shopping mall and business center. This particular project haven't been implemented so far, and, at the present moment, is an object of disputes between different strata of the society. On one hand is what Logan and Molotch (1993) call the “growth coalition”, composed by the international

capital, local elite and entrepreneurs, local, regional and national politicians, and local media; on the other hand is Porto Alegre population represented by different social movements that addresses against the process as the project has been conceived and the project itself. At this dispute, local media, the Mauá Harbor entrepreneurs and municipality are struggling in order to create a consensus within Porto Alegre's society.

Therefore, based on Lefebvre (1991) formulation on the triad of space: the lived space (spaces of representation), the conceived space (the representation of space), and the perceived space (the spatial practice), we aim to understand how and whether the growth coalition is being able to tackle the resistances of this particular project within society.

This research is by one hand based on analysis of the most important local newspaper (Zero Hora) discourse, and on the other hand, in an internet survey realized with Porto Alegre's citizens. The idea is to confront people's thinking of the project with the kind of information they have had contact with. Internet survey with questionnaire is a frequently-used tool due to its speed and low cost (SOMMER; SOMMER, 2002). Thereof, the questionnaire is based on two blocks of the questions as follow. The first block concerns the project itself: 1) Do you know the project proposed by the Viva Cais Mauá entrepreneur? 2) If affirmative, how did you know the project? Was it by Zero Hora, Correio do Povo, Sul21, Entrepreneur Fan page, municipality official website, independent blogs, social movements Facebook or visiting the site during the FIFA World Cup 2014? 3) About each section (Docks, Pavilions and Shopping Center), after informing its characteristics (land uses and occupancy, area, dimension images) the questions are: 3.1) For the Docks section do you prefer with or without the towers? 3.2) Do you agree with the uses chosen for the area? 3.3) If negative, what kind of uses and occupancy do you believe would be appropriated for this area in particular? 3.4) For the Pavilions section, do you agree with the uses chosen for the area? 3.5) If negative, what kind of uses and occupancy do you believe would be appropriated for this area in particular? 3.6) For the Shopping Center section do you prefer with or without the building? 3.7) If negative, what kind of uses and occupancy do you believe would be appropriated for this area in particular? 4) About the planning process, if possible, would you like to be a part of it? 4.1) If affirmative, which kind of participation

do you believe would be more suitable? The second block refers to the social characteristics of the applicants as age, level of education, living neighborhood, whether live, work or visit the city center and if is part of any social movement that contest the Mauá Harbor regeneration project.

This is an ongoing research; therefore the results are still to be analyzed. Nevertheless, there are at least two hypotheses to be explored. The first hypothesis is that Zero Hora plays an important role in the consensus building, that Porto Alegre citizens aim to have a city image aligned with the expected image of a “global city” (SASSEN, 2010) and LUP strategies can break the understand of the Lefebvre’s triad of the space. This hypothesis represents a relevance loss in terms of urban planning. The second hypothesis regards to the difficult of the media to turn the LUP hegemonic, that the local supersede the global, and new forms in urban planning can emerge.

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Leisure-time physical activity among adult women in Northern Mexico: relation to neighborhoods, parks provision and social deprivation

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Background: It has been widely documented around the world that physical inactivity is a major factor in the increasing risk of non-communicable diseases and premature mortality¹. Cardiovascular diseases, type 2 diabetes, osteoporosis, colon cancer, and obesity are some of the chronic conditions whose incidence across nations is inversely related to physical activity². Despite increased awareness in past years, for most developing countries physical activity remains a pressing public health issue.

Particularly, inadequate levels of physical activity have been associated with the epidemic of chronic diseases and obesity affecting Mexicans, but principally women. Epidemiological data show that 10% of cases of breast cancer, 6.2% of coronary heart diseases, and 7.7 % of type 2 diabetes affecting Mexican women are attributable to a lack of physical activity³.

Because of the public health benefits of LTPA, international agencies are recommending programs promoting exercise in developing countries, particularly programs targeting women and other at-risk groups⁴. Authorities in developing countries are responding to these calls by launching ambitious programs to engage people in regular exercise, as well as eliminating barriers to physical activity^{5, 6}. A case in point is Mexico City's "Muevete y Metete en Cintura" program that promotes physical activity through education, enhancement of public parks, and the transformation of abandoned city parcels into spaces for community recreation⁵.

As this case illustrates, authorities are paying increased attention to the influence of the built environment, including the availability of public parks, on physical activity⁷⁻⁹. An extensive literature in industrialized nations suggests that density and proximity of parks in residential areas goes further than just stimulating their use; it improves residents' tendencies to engage in various forms of physical activity and healthier lifestyles. In particular, the availability of parks and other green spaces in neighborhoods has been positively associated with the frequency of brisk walking, walking, cycling, and spontaneous free play among residents¹⁰⁻¹³. Some of these studies indicate that the availability and accessibility of safe open space and parks in neighborhoods are particularly important in enabling women's engagement in LTPA^{7,14}

However, few studies in Mexico and other developing countries have examined the association between provision of parks and women's propensity to engage in physical activity¹⁵⁻¹⁷. Understanding women's physical activity patterns and their correlates in urban neighborhoods of developing nations, like Mexico, is needed to expand the existing knowledge of physical activity and contextualize it within the realities of the global south. Accordingly, this article examines whether park availability and accessibility, along with neighborhood social deprivation are independent predictors of women's LTPA in Hermosillo, Mexico. To the best of our knowledge, this is the first study examining the link between neighborhood parks and LTPA among women living in northern Mexico and seeks to enrich a literature whose findings are sustained primarily on research in highly industrialized societies.

Purpose: This study examines whether park availability and accessibility, along with neighborhood social deprivation are associated to women's leisure-time physical activity in northern Mexico.

Methods: A multilevel logistic regression analysis was used to assess the influence of parks on physical activity among adult women in Hermosillo, Mexico. The analysis links two measures of physical activity extracted from a 2005 probabilistic sample of women aged 25 to 54 (n=1285) to data on neighborhood parks and neighborhoods' deprivation (n=44).

Results: Twenty two percent of women engaged in neighborhood-based physical activity (NPA) during the 12 months prior to the survey, while 29 percent engaged in overall physical activity (OPA). After adjusting by neighborhood and individual level variables, parks density, park-to-people ratio, combined service areas, or distance to the nearest park were not related with NPA and OPA. Neighborhood deprivation was the only contextual variable with a significant influence on women's OPA (AOR=1.06; 95% CI 1.01, 1.12). After controlling for neighborhood-level variables, age and education were also statistically associated with physical activity.

Conclusions: Our findings did not support a connection between the presence of parks and women's physical activity in Hermosillo, Mexico. Other neighborhood level factors could be mediating this connection.

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Planning (beyond) tourism. The case of Barcelona ‘In Common’

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Keywords: governance, city government, tourism impacts, quality of life, Barcelona, urbanism

A coalition of leftfield political groups, civic movements, and grassroots organizations led by social activist Ada Colau has won the Barcelona municipal elections of 2015 and though from a position of minority, is now governing the Catalan capital. Commentators believe that the key issue that determined this success has been the positioning of this coalition in relation to city tourism. Only a few years ago considered a ‘best practice’ in urban regeneration and transformation into an iconic urban tourism capital, prized in 2014 with the title of ‘sustainable tourism capital of the world’, Barcelona has lived in the last two years a veritable revolution in the public perception on tourism, from ‘manna from heaven’ to serious issue which is compromising the quality of life of its citizens. This paper looks into the factors which have determined this shift, from the objective growth of tourism beyond what could be considered a ‘social-economic carrying capacity’ threshold for an urban system, to the more subtle issue of the diversification of the forms of ‘being a tourist’ and their blurring with the quotidian livelihoods of resident populations. It then follows the steps of ‘Barcelona in Common’ candidature and of the negotiation of a programme to redress the balance of tourism in favour of citizens, something which is remarkably removed from mainstream tourism planning and management approaches and goes deeply into the debate on and progressive urbanism: the state of health of cities in the age of mobilities, the reclamation of the right to the city and public goods, and the role of redistributive institutions face to the global pressure of capital.

Study on outdoor trip route based on particulate matter distribution

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With the rising attention on health, outdoor exercises, such as road running and line dancing, are becoming more and more popular among urban residents in China. However, due to industry development, rise of car ownership and city construction, air pollution, especially particulate matter (PM_{2.5}/10), has become a significant issue in urban environment. According to previous studies, PM exposure is associated with a danger of respiratory diseases while maximum daily concentration and annual average concentration of PM_{2.5} in many big cities in China exceeds the standard of air quality, which has drawn greater public concern.

In this context, weather bureau and other commercial companies began to provide real time broadcast and forecast of PM_{2.5} concentration. But the existing forecast of PM_{2.5} concentration is more focused on a city scale or even national scale, which has little practical use for daily trip guide that directly related to everyday life and personal health. This research attempts to provide roadrunners a less affected route and suggest less affected places for outdoor activities. A correlation between PM concentration data and congestion index is established to represent the healthy level of built environment.

The research comprises two spatial scales. At the city scale, we conduct a cross-sectional survey of 849 people living in Shanghai, among which 267 people had lung cancer. The survey consists of factors of individual level, such as age, smoking status and cooking habits; dwelling unit level, such as per capita living space and house age; and residential community level, such as external traffic volume and surrounding land use. Through a multi-level correlation analysis with individuals, dwellings and residential communities, we find built environment is related to lung

cancer incidence. For instance, external traffic volume ($R=0.101$), per capita living space ($R=0.195$), and time for outdoor activities ($R=0.146$) all have a mildly association with higher lung cancer incidence. The survey derived analysis suggests that built environment is independently associated with respiratory disease incidence with a focus on lung cancer. Based on previous studies on correlation between PM and built environment and between PM and respiratory diseases, the research build a mutual association between these three aspects and the findings identify built environment factors that have impact on respiratory disease incidence and PM distribution.

At the neighborhood scale, we select five blocks for case study to collect data of PM concentration in Shanghai. The PM detectors are located at 1) intersections of roads; 2) specific density places such as open spaces and high-rise clusters, which would accelerate or moderate the diffusion of PM; 3) particular use of land such as parks and schools where people would like to have outdoor exercises. The data was then 1) spatially interpolated through universal kriging to achieve a raster data covering the testing area; 2) imported into an analysis with road congestion index from Baidu map to build a regression model to revise the PM distribution data on the road. The outcome data demonstrated the PM distribution at a more micro level. And we also measure the walkability of the streets in test area according to their imageability, enclosure, human scale and transparency index which including accessible parks, street trees, lightening system, etc.

Using the revised data of PM distribution at a neighborhood scale, we can 1) identify the relatively healthy place for outdoor activities in terms of risk of respiratory diseases; 2) calculate the PM concentration of each section of the streets and bring streets walkability index into consideration, so that once origin, destination and route length was determined, network analysis would be conducted to plan a better running route for road runners with relatively less PM exposure and better running circumstances; and 3) explore holistic improved intervention strategies in urban design, traffic control and retro-fitting of the built environment in case area in pursuit of healthy urban planning, such as PM concentration on streets may be declined by continuous street trees, relocated elevated highway exits and relatively low buildings.

The research underscores the need for effective improvement in planning index, design of residential built environment, activity space layout and traffic flow management accordingly to PM distribution and reduce its exposure to outdoor exercises to achieve the goal of a healthy city. The research provides an empirical basis for planning a healthy city in order to decrease the incidence of respiratory diseases. Further work is required to explore the causal mechanisms that are involved.

Construction of site selection evaluation system of Garden Shows in China based on urban developing goals

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Garden show originated in Europe is a city event of festival characteristic about landscape and garden exhibition. It was officially introduced to China as Kunming International Horticultural Exposition of 1999 which was highly praised. The garden shows in China mainly include 4 International Horticultural Expositions (since 1999 about every four years), 11 China International Flower Expos (since 1997 every two years), 8 China Flower Expos (since 1987 every four years) and 3 China Virescence Expos (since 2005 every four years).

As great city events, garden shows play important roles in city spatial development. Garden shows' site selection can express the strategic intent to the host city, the function requirement of garden shows and an important effect factor for the garden shows to achieve the established urban developing goals.

According to the host city's urban planning goals, we analyzed several typical cases and categorized the site selections' function into four types: the garden show site selections for exhibition and sell, for inner city renewal, for new area construction and for scenic forest exploitation. Each type of site selections' function has been clarified in three aspects: the distance from the city, the suitable scale and the specific function in both city life and city development. And as great city events, there is possibility for garden shows site selection to learn from Expo, so we took the site reselection of 2010 Shanghai World Expo as an example to explain the tendency

between the inner city renewal and new area construction in specific urban planning background.

With the classification criteria, we had preliminarily established the site selection evaluation system of garden shows in China based on urban developing goals. Because the influence factors are comprehensive and complicated, this system essentially includes four principal aspects, they are socio-economic level of host city, planning strategy demand, original environmental condition of the site and special condition X, each can be divided into three or four parts.

The socio-economic level of host city is basic evaluation of whether the city can ensure the construction investments, guarantee the tourism source and how the garden shows benefit the urbanization. The datas collected including urbanization rate, annual GDP (RMB billion), per capita disposable income (RMB) and primary source market.

The planning strategy demand indicates the relationship between the garden show site selection and the developing goal of host city. There are three parts as the demand of urban master planning, the requirement of green space planning and the need of industrial transformation. The planning strategy demand enable us observe the garden show's function to the city, for example, whether it can enhance the urban area development, benefit ecology and replace backward industry.

The natural conditions of the site is a decisive factor for the cost of operation and maintenance. Also it will be much easier to form cultural characteristic if there is historical texture in garden show's location. The special condition X allows for certain flexibility in selecting the site, considering garden shows in China is more or less government-led, influenced by policy background. Taking Kunming Exposition of 1997 for example, Kunming was poor in both infrastructure and economy before the expo, it was the energetically support from the country make sure the success.

In this paper we used the site selection evaluation system above to analyses the 4 International Horticultural Expositions in China from 1999 to 2014 and 11 China International Flower Expos from 1997 to 2015. We found that: firstly, garden shows play different roles in specific stage of urbanization levels. When the urbanization rate is about 40% to 45%, the most obvious effect of hosting garden show is to enhance

the municipal infrastructure, especially the traffic infrastructure. When the urbanization rate is beyond 60%, as International Horticultural Exposition of 2011 in Xi'an and 2014 in Qingdao, the garden shows function is more of environmental management and new area construction. As the city landmark events, garden shows can also bring the industrial transformation. Secondly, there are some common success factors among the garden shows site selection of same object type, for example, a reasonable scale control of garden show main construction area can improve the tour experience during the garden show and reduce the difficulty of management after the show. Thirdly, take all previous garden shows into account, not all site selection is suitable for its host city. Some really cost wastes and increased the burden for citizen. Also, we suggested an examination and approval procedure for site selection evaluation system, referring to follow-up utilize patterns and scale controlling.

Garden shows in China have been in full wings these years, the construction of site selection evaluation system of garden show in China and its examination and approval procedure is one important research in China city event practice. It is helpful and necessary to quantify the impact factors for professional planning team seize key information timely and entirely. So the team can make the decision to the best of urban development. The quantification can also benefit information publication and consensus supervision, which can arouse the enthusiasm of all sectors of society.

Security walls in Belfast, towards removal?

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In Belfast, local communities had been and still are affected by the civil conflict, especially in the inner city working class neighbourhoods divided along religious and political lines (Catholic nationalist republican community and Protestants unionists loyalists). Since the end of the sixties, security walls (called *peacelines*) have been built by the police and have not yet been removed, despite the official peace process and the reestablishment of local assembly and government agreed in 1998. Nevertheless, tensions remain high, violence has not disappeared; and if bombs and murders are less frequent, it has been substituted by low level violence and protracted protests on marches and symbols.

The peacelines themselves have undergone a great deal of transformation through urban renewal projects for long ago. Separation devices and walls, originally built by the military or the police have been integrated to the urban landscape and ordinary planning processes. The corrugated iron and barbed wire had been “soften”, replaced by new walls, and the new structures include strips of grass, trees, bricks and fences. Vacant and derelict land is now being used for industrial and business units or private residential developments. A new wave of transformation is beginning, as the executive stated in 2013 that walls should be removed by 2023. All agencies dealing with the peacelines (especially the department of Justice, the Northern Ireland Housing Executive, social housing national agency, the international Fund for Ireland) have begin consultations with local communities to create conditions where walls could be removed. As the remaining violence and intimidation are still high, local communities living near the security walls don't want to see them to be removed completely for safety reasons. Moreover local communities living along peacewalls have undergone a high level of deprivation but still consider territorial arrangements and peacelines within the broader issues of resource allocation between the ‘two’ communities.

Negotiations then lead to the transformation of appearance of the walls (mainly the replacement of corrugated iron security gates blocking roads by glass structures or the temporary opening of these gates).

In this paper, I wish to take the opportunity to assess these discourses on the removal in front of the small scale and symbolic projects that have been realised so far. Political statement, statutory documents collected between 2014 and 2015 and interviews conducted with local policy makers will be used to this end. It will be demonstrated how local institutions compete to transform the representation of the peacelines as they have little scope to remove them and are constrained by their own will to take the local communities wishes as the main criteria for action.

Territory, sociability, and conflict in a squatter settlement: the case of Poço da Draga, Fortaleza-Brazil

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The article discusses narratives that express territoriality and borders, mediated by relations of sociability and conflict in Poço da Draga, a squatter settlement located in Fortaleza, capital of Ceará, in Northeast Brazil. Data were collected through intensive field work in progress since 2014. In the settlement - called "favela" in technical studies and "community" by the locals - live about two thousand people, most descended from fishermen and workers in the old port area of Fortaleza. There, embarkation and disembarkation of passengers and goods were done through a dock, called Ponte Metálica, up to mid-1940s, when Mucuripe harbor was built in another part of the coast. The community has been affected by several interventions of the government, especially since the 1990s: construction of a waterfront, the Dragão do Mar Center of Art and Culture and, more recently, the Acquario Ceará - not counting projects of city and the State government that were not carried forward, such as the 24 Hours Street and a Convention Center (OLIVEIRA, 2006; GONDIM, 2008). In all these cases, Poço da Draga dwellers were threatened to be evicted, either by providing for their direct removal, or by expulsion as a result of real estate speculation. Thus, this dwelling place appears as a territory in the sense that it is the subject of disputes for political, social and economic control (Raffestin, 1993); but it is also a place full of symbolism and mediator of personal relations, involving the making and remaking of borders and territoriality. This last category refers not just to a fixed product as a territory, but to an ability to create internal spatial differences in the community. Different territorialities point for both feelings of belonging and acceptance, and feelings of fear and prohibition, referring to some sites of Poço da Draga as "hazardous". The sense of belonging and the memory of places are emphasized

during guided tours promoted during celebrations of Poço da Draga anniversaries. Although there are no historical records to confirm it, in recent years groups of dwellers have chosen the year of the Ponte Metálica inauguration as the date of the beginning of the settlement. The beach near the bridge is the starting point to explain the origin of the fishing and port community. Guides usually point out places that were "stolen" by the government or the private shipyard that was established in the neighborhood in 1969. In the 1970s, many families were moved to a housing project in the outskirts of Fortaleza. The community also lost to the shipyard land where there was a soccer field. The Municipality, in turn, took over several houses that were built on the bridge after the move of the harbor. Today, there are in Poço da Draga territorial divisions that constitute and are constituted by identity markers, creating borders and bans on and the interactions of the residents. There is a local classified as "dangerous" or "violent": "Pocinho", located in mangrove area, formed at the meeting of Pajeú Creek (which runs through the community) to the sea. Occupation of this area increased in the 1990s, by relatives of the residents on the main streets and people coming from the interior of Ceará or from other squatter settlements of Fortaleza. The "Pocinho", which is liable to floods, presents substandard housing, located in a maze of narrow alleys and streets of difficult access. It is referred to as the focus of both physical and social impurities, locus of violence, drug trafficking and crime. In contrast, in older areas of occupation brick houses were built, sometimes with garage, gates and barred windows. In the community's main entrance, there is the Atlantic Pavilion, a building with a large hall, which used to be a cafe and restaurant serving travelers in the first half of the twentieth century, and was rebuilt by the City government in 2012. Today, its occupation is managed by the Dragão do Mar Center of Art and Culture and the non-governmental organization Velaumar, consisting of a group of dwellers. Other groups, such as the Pro-Poço Movement, dispute the use of the equipment, to carry out events like capoeira classes, sewing courses, meetings, parties etc. There are also residents' initiatives, such as a cine-club, which are presented in outdoors places within the community. Microterritorial classifications are related to the identities assumed or assigned to residents: when a group defines itself, it says who its members are, but especially who are not (OLIVEIRA, 1976; CUNHA, 1985). The notion of another group

as inferior is collectively elaborated, through moral rebukes repeated again and again, until introjected and reproduced by the very opposing group. Guided tours occurring in Poço da Draga anniversary festivities do not include Pocinho: the guide claims that there is no danger, but the narrow alleys only give way to one person at a time, so it would take a long time to pass there. A stop is made at the mangrove shore, where the same guide draws attention to the environmental degradation of Pajeú Creek, polluted with waste. The place is a border, which one can cross by a crude way of cattails entering the swamp and reaching Pocinho. Children used to play there not long ago, but not anymore. In general, residents of other areas avoid going to Pocinho. However, there seems to be a tacit agreement of mutual tolerance: the traffickers do business without interfering in the daily lives of residents, and these make a "blind eye" to illicit activities. Occasionally episodes of violence happen: gun battle between rival drug gangs, police raids, and armed robberies in the community outskirts. Locals refer with some nostalgia to the loss of security they once had, some even expressing desire to move away.

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Order policies in the port area of Rio de Janeiro: contradictions in producing a beautiful and safe city

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The city of Rio de Janeiro has been going through a deep process of urban restructuring driven by sporting mega-events - the 2014 World Cup, when the city was one of the venues for the matches, and the Olympic Games, which are going to take place in 2016. This modernization project coincides with the inclusion of new policies for order and public safety, aiming to make a better organized, safer and less violent city.

Based on such premises, the state program named Unidade de Polícia Pacificadora - UPP (Police Pacification Unit), has been implemented in certain favelas (slums) throughout the city, aiming at fighting drug trafficking commanders and "recapturing" those territories. At the same time, the Secretaria Especial de Ordem Pública – SEOP (Special Secretariat of Public Order), a municipal agency operating in public areas, seeks to regain "public authority" in order to strengthen urban order, fight petty crime and recover territories overrun by "illegality".

In this sense, the present study aims to address these order policies in terms of their relation to the ongoing urbanization projects, indicating them as key players in the consolidation thereof. We intend to demonstrate how the reconfiguration of the city's image, which is currently linked, not only to the beauty of its landscape and its social diversity, but also strongly linked in the collective imagination with regards to violence, disorder and illegality, becomes a key element in the success of such events. At the same time, such reconfiguration meets the interests of those actors engaged in a new city project, by turning Rio de Janeiro into a beautiful, modern and peaceful city.

In order to better understand this process, the case study of Rio de Janeiro's port area was taken into consideration, since it is the subject of great socio-spatial transformations as a result of one of the city government's primary construction

ventures, the Porto Maravilha project. This urban operation focuses on the revitalization and real estate valuation of one of the most traditional areas of the city. The site, characterized by its degraded physical infrastructure, occupation by poor people and proliferation of situations linked to the “culture of illegality” and violence, becomes target for capital resources, aiming at turning it into an attractive hub for business and tourism, as well as promoting use of residential housing for the middle class.

Is located in this space the first favela of the city, the Morro da Providência, which despite having a historical and cultural importance, is represented in a negative way, as a place of poverty, drug trafficking and violence.

Thus, while the Porto Maravilha project aims to change the local reality through the inclusion of urban infrastructure, increase in the urban mobility networks, construction of business towers and major cultural buildings (Rio Art Museum – MAR and Museum of Tomorrow), this symbolic reconstruction / imagery implies purging old stigmas linked to abandonment, chaos and violence by promoting broad reinforcement in order and public safety policies, which become essential elements in attracting new residents, investors and tourists. In this context, the implementation of the UPP in Morro da Providência, in 2010, along with SEOP operations, which include the installation of a local base in 2012, called the UOP Porto Maravilha (Public Order Unit), close the safety circle in the area, thus becoming centerpieces in the legitimization of this urban operation.

It is worth remembering that in Morro da Providência, in addition to the socio-control strategy, the immobilization of a potentially turbulent mass, and the introduction of new social life codes by the UPP, there is also a favela urbanization process, which started in the 1990s with the Favela-Bairro project, and was reissued in 2010 with the Morar Carioca project, whose work has promoted a broad process of removals in the community. Tendencies for domestication and touristification are noteworthy in this favela, which is characterized by its historical importance and context and is captured by the action of capital, in a process which endangers both the permanence of its residents and the local culture.

Regarding public areas, through the action of the secretariat's and the Municipal Guard's agents, the measures concerning order intended to point out the correct uses of the spaces and introduction of new sociability rules, in a process that have highlighted urban sanitation measures, in a frequent attack on the poor population, the suppression of street vendors, car keepers, the homeless, etc.

In that sense, the work seek to investigate the effects of the new policies for order and public safety in the port area, recognizing their modes of operation in the social and urban space, as well as their relationship with the construction of a new city project.

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(In)visible State Violence on the Capital City: Transformation of Urban Space

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In a general term violence is “the intentional use of physical force or power, threatened or actual against oneself, or other person, or against a group of community, which either results in or has a high likelihood of resulting in injury, death, psychological harm, maldevelopment, or deprivation” (WHO, 2002)¹. In addition to this certain definition, we may also interpret violence as destruction of values and memories of a community by impositions and ignoring whole rule sets in order to reveal power and reconstruct a new society under hegemony. Urban space is the main tool for implementing such kind of a violence and it refers both visible violence that includes changing of physical space within functionally and imaginary, and invisible violence that implies shifting meaning of space.

After hundreds years existence of Ottoman Empire, establishment of Turkish Republic in 1923 was a starting point of the new civilization era. As being the capital city of Turkey, Ankara was choosen the main spatial representative of republican ideology. The new ideology which refers to modernization and bases on democratic principles started to spatialize itself by constructing the new city. In this sense, evolution of the city from a small village to a metropolis shows an extraordinary contextual and historical example which comes until today. Within the construction process of the city, we can mention two main spatial representatives of republican ideology. The first one is Atatürk Boulevard which appears as a certain spine of the

¹ World Health Organization, *World Report on Violence and Health:Summary*, 2002

city. This spine operates as a connector of historical and contemporary parts of the city, and as a constructor of new community by including public facilities that enable social interaction. In this term, this spine refers to publicity within meanings and functional, imaginary characteristics. The second one is Atatürk Forest Farm which intersects with the main spine of the city and expresses agricultural production as the crucial and traditional economical sector of the country.

However, for a decade the city has been getting through a changing process by losing existing spaces in terms of function, image and meaning. As most of us know that neo-liberal urbanization policies in most of metropolitan cities around the world is the dominant approach which focuses on exchange value of urban space, even though, in Ankara case production and reproduction of space has also additional connotations. The state interventions on urban space within a revanchist attitude creates both new physical environments that refers to consumption and rent based economical purposes and new meanings that eliminate the essence of existing spaces and impose hegemony.

In this context, this study aims to reveal how the new state implement (in)visible violence by intervening space both physically and meaningly within these two representatives of republican ideology. In this term, firstly, overall transformation of Atatürk Boulevard and Atatürk Forest Farm in last decade will be mapped to draw a general picture. Secondly, by choosing a few specific cases their transformation processes in relation to function, image and meaning will be discussed within a critical assesment by considering the place of planning in these processes.

Reducing boundaries: understanding exclusion through informal security defensive systems in wealthy urban areas: the cases of Porto Alegre and Brussels

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A large part of manifestations of social disease by the “risk society” are connected with the perception of an increase in criminal phenomena, due to the growing distrust, anxiety and uncertainty with respect to the Public Authorities. The issue of security moves from a national to a local concern, especially at the urban level, where different strategies and interventions are displaced for securing private and public spaces, ranging from spatial segregation (e.g. gated communities) to the control of accesses, use of road bollards, installation of closed-circuit television system, and other techniques of crime prevention through environmental design. Moreover, it is progressively emerging in different contexts, both from the global north and south, that the way upper class reproduces itself is deeply entangled with ideas of risk and safety, leading to what has been defined as the “visual landscape of fear” (Low, 2001). Daniel Goldstein has recently defined the “rise of the security paradigm as a framework for organising contemporary social life” (Goldstein, 2010). This leading paradigm is reaffirming class differences rather than abolishing them. Media, public discourses and the “market of fear” contribute to that polarization simplifying and reducing the opposition between legal and illegal settlements, and exacerbating the perception of risk.

The paper will focus on the ongoing research “Reducing Boundaries” in which defensive spaces and devices used by upper classes have been studied and compared in two cases - Porto Alegre and Brussels - through a series of in depth interviews, spatial and morphological analysis in order to understand the socio-political dynamics that lead to their production. In both cities the strong demand for safety and

security not compensated by the State or by public authorities lead to self-produced, informal solutions that are increasing amongst higher income groups not only in infamous cases, like the Brazilian cities, but also in Europe especially due to the recent economic crisis.

So far the research output show that while the feeling of security is often related to enclosed spaces (the private room, the single family house, the gated community) and their defensive systems, fear seems to be commonly related to the image of the open and uncontrolled space such as the street. Moreover, the most dangerous place is often represented by the threshold between private and public space. This sort of liminal space between in and out, safe and unsafe, secure and dangerous is the space where the technologies of security are performed, both as “concrete” devices as well as embodied strategies leading to a informal “military” surveillance - rather than a negotiation - of borders. At the same time technologies of securitisation, i.e. gates, cameras, alarm systems etc. are clearly demonstrating to be only palliatives and to have the negative effect of increasing the general sense of insecurity, segregation (gated communities) and intensifying punishment policies.

Furthermore, the feudalisation of the city is generated by the construction of dystopian places built through the relegation of the Other outside the golden gates of an imagined community of “equals”.

Corruption in planning, institutional design, and legal norms: a global challenge to planning law

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Planning legislation is today on the books of most countries of the world. All advanced economies certainly have planning laws. Recently there is a new momentum across the globe whereby many developing and transition countries too, either adopt planning laws for the first time, or replace antiquated dysfunctional laws. But what about corruption and planning law? What do we know about this unspoken “guerrilla in the room” which decision makers, consultants, and scholars, all wish to ignore?

Any planning-law system inevitably enables considerable discretion about the use and development of land. Planning laws enable the authorities to make plans – and these entail a considerable amount of judgment. Needless to say, the designation in plans of some parcels of land for lucrative development and other parcels for historic preservation, public services, or open space – all affect the value of land. Planning instruments used to implement plans also entail considerable leeway for decisions, such as the number and timing of building permits to be granted and those postponed or denied, variations allowed from the plan’s rules, and designation of some parcels for land for expropriation. These and many more types of decisions steer great amounts of wealth, and can direct it to certain areas in cities or regions, and ultimately, to specific individuals who have much to gain, or lose. Land is not just another type of commodity. Land is the custodian of a major part of global wealth.

There is no index specifically focused on planning or land-related corruption, but all planning systems are susceptible to corruption to some extent. Even in countries with a very good score on the international “corruption perception index”, decision makers are not immune to land-related temptations. Yet the degrees of corruption in planning decisions do vary considerably from country to country. Are

these differences all derived from societal, cultural, and over-all legal factors, or perhaps they are also related to the specific components of their planning law? Can some configurations of planning laws act as sieves and brakes to reduce corruptions, at least to some extent?

Planning laws are far from monolithic and vary greatly from country to country in many ways, as much of my previous research on other aspects of planning laws has demonstrated. I will argue that the degree of corruption is not entirely disconnected with the structure and contents of planning laws. To date, there has been very little conceptual attention to this possible relationship (Chiodelli and Moroni, 2015, have made initial and noteworthy steps). Systematic comparative research on the actual degrees and attributes of corruption in planning is also lacking.

The purpose of the proposed presentation is to develop a conceptual framework for thinking about the relationship between various formats of planning law and susceptibility to corruption. I will first conjecture about possible macro factors - beyond the specific structure of planning laws - which may be related to degrees of corruption in planning. These factors encompass cultural, political, or broad legal attribute. The crux of the paper is an attempt to provide a conceptual framework for thinking about the relationship between a set of variations in planning laws and hypothesized susceptibility to the entry of corruption. The presentation will provide some cross-national examples of such differences. Hopefully, the framework outlined could encourage future research and serve as a basis for systematic cross-national comparative analysis. Such research is well overdue because corruption in planning – though elusive and serpentine – is an ominous shadow that can no longer be ignored by scholars in planning and in law.

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*Can't control/won't control: opportunities
and deterrents for local urban corruption
Lanzarote*

**Mónica García-Quesada, Fernando
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Density bonus policy in the city of Toronto: analysis and recommendations for change

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A number of major cities in North America including New York and Chicago have implemented density bonus policies. This group includes Canadian cities such as Vancouver and Toronto. The application in Toronto, and the surrounding jurisdictions in Ontario are applied under Section 37 of the Ontario Planning Act. The longest running and greatest number of applications have been undertaken in the city of Toronto. More recently surrounding jurisdictions such as Vaughan, Burlington and Oakville have adopted Section 37 policy applications.

Basically in both Toronto and Vancouver increased density is granted in exchange for contributions to community amenities. The contribution by the developer is either made in cash or on an “in kind” basis. In both cities there is a list of community amenities for which the contribution may be requested. One of the key items on the list is affordable housing. In the Toronto context it is the local ward councillor who plays a key role in both identifying the community benefits for which the contribution is to be made as well as the quantum to be requested. Furthermore, the councillor plays a role in the negotiations. If the developer is unsatisfied with the contribution required, they have the right to appeal to a quasi-judicial body known as the Ontario Municipal Board.

The approach applied in Toronto has been controversial in terms of equity and transparency. This has also led to concerns about how the policy may be applied in the surrounding jurisdictions. This in part has led to a Provincial government review of the application of this tool along, with a review of other exactions including Parkland dedication and development charges (impact fees).

The approach used in Vancouver and other British Columbia municipalities may be used as an alternative approach that is applied under a different legislative

framework. Concerns have been raised in those jurisdictions about the practice and application of their system density bonusing known as Community Amenity Agreements. However, they have some rules and practices in place that appear to be an improvement over the Ontario applications.

The objective of this paper is to analyze the application of density bonuses in the City of Toronto in terms of equity, transparency and accountability in order to provide recommendations for changes that should be made to the current legislation and Provincial policy structure. An analysis will be undertaken of select wards in the city of Toronto in order to compare the application and outcomes of the use of the policy.

The analysis is based on the information that has been collected regarding all the section 37 agreements (density bonuses) that have been undertaken between 2000 and 2013. Despite the guidelines provided for the application of this policy in the City of Toronto, there are significant variations in the application as they are negotiated agreements with the local ward councillor playing a major role in the negotiations.

Based on the analysis of these applications in terms of equity, transparency and accountability, recommendations will be made regarding how the legislation and perhaps the city guidelines should be changed to improve the application of the density bonus policy. These recommendations will also be informed by practice in other North American jurisdictions including the Canadian applications in other Ontario jurisdictions and in Vancouver as well as other British Columbia jurisdictions.

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Urban-economic inequality and justice. Towards a policy menu for planning

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Keywords: inequality, justice, poverty, planning, planning law

Urban-economic inequality is commonly considered to be increasing and a phenomenon that needs to be combatted. However, discussions about it are generally rather unsystematic and alarmist. This compromises policy effectiveness. In this paper we put forward a decision-making framework that can be used to provide structure to the discussion and to derive policy options from. It first deals with some definitional issues by distinguishing inequality from related but distinct concepts such as poverty, segregation and justice. In addition, it discusses measurement challenges. As investigating urban inequality is not value-free but can be approached from different angles, the paper elaborates on three alternative normative perspectives that relate (in)equality to (in)justice. The first considers economic inequality to be unjust from an instrumental view: it impacts negatively on economic growth, social cohesion or other socially desirable phenomena. The second argues that relative poverty (economic inequality) in itself (intrinsically) is irrelevant and not unjust but that the focus should be on absolute poverty. The third and final perspective takes issue with the material emphasis of perspective one (relative poverty) and two (absolute poverty) and raises awareness for the importance of capabilities: people can do different things with the same amount of money because of their differences in capabilities. Each normative perspective leads to its own policy options, such as regulation or physical interventions, within different policy categories (people-based/place-based and picking

‘winners’/saving ‘losers’). Through providing conceptual order and distinguishing between competing normative perspectives a policy menu is sketched.

Urban regulations and the capitalist production of housing in the 2000's: the master plan, the construction regulations and the social housing “Minha Casa Minha Vida” programme case in the town of Araraquara, Brazil

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Starting from 1986, when the Housing National Bank (BNH) was extinguished, the government has failed to draw up a comprehensive housing policy. During the next 17 years, several federal departments and offices had been in charge of isolated aspects concerning social housing, however, without the existence of a policy or a centralized coordination. Only since 2003, with the creation of the Ministry of Cities and the approval of the National Housing Policy in 2004 by the Council of Cities, the Brazilian government has taken actions for addressing the housing deficit on a national scale.

This change is a landmark in the housing assistance approach, as to consider it inextricably and necessarily integrated into the planning and urban management, infrastructure and urban mobility, in addition to land issues and resource allocation in order to ensure the rights to housing and to the city. This understanding has guided for developing the National Housing Plan - PLANHAB, between 2007 and 2009, The PlanHab was designed with broad popular participation, taking into account the solution for the accumulated housing deficit and demographic growth in a 15 years horizon. The deep regional differences in Brazil has been considered, as well as land issues, included its speculative aspect, in order to ensure integrated housing production to urban dynamic, sustainable and inclusive actions, with popular involvement.

With the economic crisis triggered by the bursting of the American housing bubble (the 2008 subprime crisis), the government implemented anti-cyclical plans to prevent economic depression, aiming the maintenance of the private investment level and employment achieved over the years 2000. Among a few others, the construction industry was targeted, as to provide new infrastructure and housing. The reason is that it generates jobs and new market demands upstream and downstream. Then, with solid involvement of the real estate and construction industry representatives, an ambitious housing programme was created. The program “My Home My Life” (PMCMV), as it was called, was developed at the Ministry of Finance, with solid involvement of the real estate and construction industry representatives, without proper link with the Ministry of Cities and its housing policy (FIX , 2009). In 2009, planned to be the start-up time of PLANHAB, the federal government launches this new housing program, disregarding the fundamental propositions of the original PlanHab. As the PMCMV takes the place of the very National Housing Policy, it changes the production of social housing into a market product, financed by public and semi-public resources operated by a Federal Bank (Caixa Econômica Federal), establishing for it the "Table Corporate", a sort of centralized service to release funding for major construction companies (Krause, 2013 Shimbo, 2013).

Therefore, an economic project sets up, aimed at the growth of the real estate activity boosted by state intervention and the role of large nationwide companies, especially those that have opened their capital in the stock market in mid 2000's. The MCMV program has also included a significant number of local and regional sized companies, which allowed it a huge presence in the country.

With massive resources, the program has allowed the production of 4 million units between 2009 and 2015, which means 93% of what the extinct BNH has built during 22 years (1964-1986). This production has also aimed the low-income segments, historically neglected in previous policies, yet not in the same proportion to their weight in the Brazilian housing deficit, particularly in relation to metropolitan areas. To allow access to the financial system for the under three minimum wages income population (US\$600.00 in 2009), the Programme granted public subsidies and

implemented the guarantee fund, which ensures compliance with loan agreements on event of failure of the borrower.

On the one hand, quantitatively, the PMCMV is unprecedented. However, qualitatively, there were criticisms that the program works disconnected from urban politics and the housing deficit, becoming, in fact, an economic stimulation programme (Krause, 2013) that, in practice, delivery in market hands the management of housing policy, leaving it free to act within its logic of speculative profits (Fix 2011, Rolnik, 2015).

In this perspective, the model of mass production of low-cost housing in large horizontal projects, on the fringes of the cities, often outside the urban perimeter, became the favourite of construction companies in all regions of Brazil. Without taking into account the local social and cultural characteristics, the model has been multiplied under the announced risk to deepen the urban problems of infrastructure and urban mobility, whose solutions are costly to the government and therefore unfeasible in the short and medium term.

The comparative study between PLANHAB and PMCMV conducted in 2013 by the Applied Economics Research Institute of the Ministry of Planning (IPEA) revealed that the business logic guides the allocation of resources, disregarding the relationship between demand and housing shortage in various regions of the country (Krause, 2013). In other words, the houses are built where companies identify the existence of solvable demand, not necessarily where there is a deficit. It is also observed that "the hegemony of the private sector, the pressure for results, the strong call for legitimacy, combined with the lack of skills of local governments to effectively control its own processes of territory development, reduced these administrations to mere supporting actors of the process "(IPEA, 2013).

This article aims to study the characteristics of the MCMV housing production process in the case of Araraquara, a 200 years old town, located in the state of São Paulo. Araraquara shows a high HDI (0.815 in 2010 according to the UNDP) and a population of 200,000 inhabitants. To fulfil the purpose for the production of an affordable, egalitarian and sustainable town, it has a master plan regulated by urban legislation, in accordance with the City Statute (Federal Law nº.10257/2001), several departments dedicated to the environment, urban development, social welfare,

housing, transportation, and municipal councils, which constitute the pillars of municipal management. It seems, so far, that this town has a local technical and administrative staff trained to implement the urban instruments according to the ideals of urban reform and regulated by the City Statute.

However, the question is why this training was not enough to contain the peripheral production model of housing units for low-income populations. It, in fact, may deepen known urban problems such as segregation and social exclusion, mobility and higher infrastructure costs, besides causing significant environmental impacts to the municipality and the quality of life of the inhabitants that now live in the studied areas. The new housing developments, built between 2009 and 2015, totalling 3,553 units, has been delivered without basic urban facilities, creating monotonous and monofunctional neighbourhoods, isolated on the border of the plantation fields.

Through research on documents and legislation, as well as in facts of the recent history of the city, this article investigates how the Master Plan, the land use law, among others, have been modified, and others were created in order to allow these enterprises. The survey also included interviews with officials from the local government social assistance and housing departments, as well as interviews with residents of the studied areas.

The analysis focuses at the time when the first MCMV projects have been approved, at the same time that it happened the revision of the Master Plan. Throughout this investigative process, it is possible to hear the voices of conflicting interests, hidden or otherwise, for which the city can be a use value or an exchange value (Harvey, 1982). The municipality, the authority in charge of the production and use of space, although armed with powerful legal instruments granted by federal law, remains fragile before the interests of real estate capital.

As a result, a population of 12,000 people has occupied a vast area in the north end of the city, initially classified as protection and recovery of water sources. The fact fully met the interests of the real estate market and construction companies. On the other hand, the issue arises that the conflicts of interest within the city hung to the denial of the right to the city for most of its inhabitants.

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Social function of property through compulsory utilization? The example of Maringa

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This paper deals with the outreach of urban planning instruments that are aimed at the social function of private property, more particularly the Compulsory Subdivision, Building or Utilization of land (CSBU). This instrument, as well as its complement, i.e. the progressive property and land tax (over time) are mentioned in the constitution of 1988 and, subsequently, regulated by the City Statute (CS), a federal framework law that was approved in 2001.

The CSBU requires land or real estate to be subdivided, used or built upon. The obligation is established by the State in relation to property owners so as to anchor a conception of property rights that is subject to collective-social interests. As such, the instrument was expected to contribute to the reduction of excessive escalation of land prices and values and to promote the organization of land use and development.

The City Statute requires that municipalities approve and revise their Master Plans according to its guidelines and instruments. This legal obligation triggered a significant increase in the number of plans. However, in the majority of cases, the regularization and application of the instruments aimed at containing land Price escalation did not happen (SANTOS JUNIOR & MONTANDON, 2011).

Despite of the importance of CSBU and its incorporation in many of the new master plans, there are few experiences of cities that have effectively used the instrument. Research undertaken by Denaldi et. Al. (2015) showed that in January 2014, from a sample of cities with more than 100.000 inhabitants, 25 regulated CSBU and only 8 have started its implementation. Moreover, it was reported that only the cities of Maringa and São Bernardo do Campo have started using progressive property and land taxes (over time) until the end of 2014. (DENALDI et al, 2015).

Considering the strategic role of the instrument, it is important to analyse and evaluate experiences that have achieved progress in implementing it. In that sense, Maringá is noteworthy in terms of the scale of the notification of property owners, its continuous application and the application of progressive property and land taxes over time.

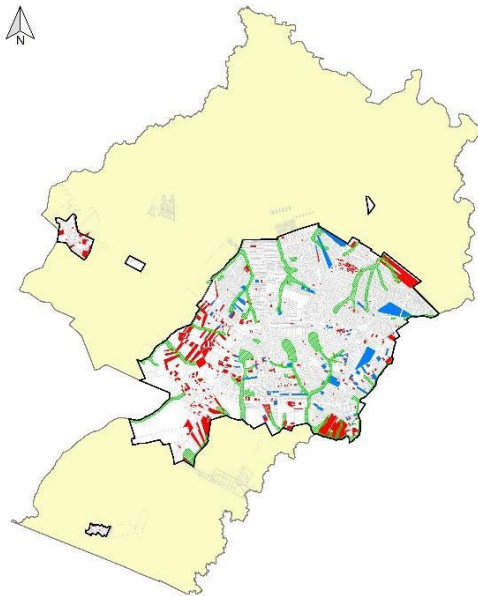
In order to understand the results that were established we identified through documental research and interviews:

- (i) The underlying territorial logic of the instrument (land use);
- (ii) The responsiveness of property owners to the notification in terms of land utilization;
- (iii) The perception of real estate actors;
- (iv) Behaviour of the Market in terms of the choice of areas to be used (and their location) and their relation with the instrument;

Maringa is located in the state of Paraná (Southern part of Brazil) and has 357.077 inhabitants and a surface area of 487 km². In 2006 it approved its new Master Plan that incorporated the instruments established by the CS.

In the period 2009-2013 it notified through CSBU approximately 700 owners of vacant, not built upon or underutilized areas. This amounted to around 14,5 km² and corresponded to around 11% of the urban surface area of the municipality. While in the first phase, between 2009-2010, 105 areas –summing up 4,2 million m² – were notified, in the subsequent stage, between 2012 e 2013, this number increased to 10,3 million m². During the first stage, central and intermediate areas were notified. The analysis shows that the underlying intention was to select vacant areas in parts of the city with better infrastructure conditions. However, in the second stage, the research shows that around 50% of the notified areas (5 million m²) are located in the outskirts of the urban perimeter, close to the division with the rural zone, not always disposing of a consolidated infrastructure network.

Maringá: Notified Areas of the CSBU in the First and Second Stage.



Within a sample of 705 property owners that were notified during the two phases, 41 of them presented subdivision proposals, corresponding to around 6 million m². Of this amount, only two properties, summing up 1,5 million m², went through the approval process, although until the beginning of 2015 these hadn't started construction yet.

As a paradox, 160 new subdivision projects, summing up around 20 million m², had been approved or were either in the approval process or being implemented outside areas delimited for CSBU.

According to actors operating in the real estate sector, the restrictive legal parameters of the Master Plan generated challenges or non-viable outcomes for potential development projects of notified areas located closer to central areas of the city with higher land prices. This more restrictive pattern is related, for example, to the minimum plot size (400 m²), as well as types and land use permitted.

The assumption that the application of the instrument would contain land price escalation was not confirmed. Work developed by Amorim (2015) demonstrates that between February 2010 and November 2014 land prices in Maringa developed according a linear curve, generating real increases per square metre of a little over 100%. The application of the instrument was also not articulated with the urban planning and management strategies. Instead, the latter were designed and

formulated with co-participation of the real estate sector.

Thus, there is no inherent link between the application of CSBU and the social function of property rights. The approval of the CS and the application of its instruments shifted the debate on urban reform and the “right to the city” to the sphere of urban regulation. This has proven a trap, considering that these instruments merely constitute a toolbox and its performance depends on the effective application by the state that itself represents a social relation (KLINK & DENALDI, 2015). This toolbox can be appropriated by the real estate market and not comply with its ultimate objective, or its application might not be effective when dissociated from the political sphere or local arenas.

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Improving financing conditions for land readjustment projects: a real estate appraisal model

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Keywords: Land Readjustment; Real Estate; Appraisal Model.

In PERCOM research project results it was identified the main reasons that contribute to a low level of execution of urban development projects involving several landowners making them unattractive for bank financing. In order to conceptualize a model for overcoming this problem (financing) is mandatory to identify the reasons why banks do not finance urban development involving several landowners and define new procedures to mitigate these reasons.

With the aforementioned objective in mind, a review of the state of the art of bank financing for urban development projects was carried out. The results of the bibliographic research allowed for the conclusion that this area has been the object of very little study, thus underlining the importance and topicality of this research.

As Korthals Altes (2010: 929) noted, “Past research has revealed that [urban projects developed by] governments are often tempted to underestimate the costs (...) The profits made by local authorities from land development are growing, while the costs, revenues, and results are, on average, underestimated by local authorities. This may have consequences for the explanation of budget overruns and the solutions that may be effective in countering this problem”. However, we should also note that

financing is achieved mainly through cost recovery, value capturing and public subsidy rather than through bank financing (Mittal, 2014; Shishir 2013a; 2013b; Turk, 2008)

Most countries with urban project implementation models decide on the partial or total self-financing of the urban project, namely through cost recovery and value capturing (funding mechanisms that allow total or partial recovery of the amounts invested in the urban project at the end of a specific period of time).

Indeed, bank financing for land development projects involving several landowners is something that is very rarely mentioned in the literature consulted. References to bank financing are made in the French case, where Valadier (2001) claims the loan application process is complex and unlikely to be successful.

With a view to identifying the openness of the banking sector to financing urban development projects, the applicable financing model, the eligibility conditions for projects applying for financing and the respective contractual conditions, six semi-structured interviews were carry out to the leading financial institutions operating in Portugal. The aim was to identify the financing conditions for the different types of land development projects (e.g., urban expansion, urban regeneration and tourist developments) in the past, present and future.

According the results of this survey, one of the constraints identified to the attribution of credit for these land readjustment operations is connected to the determination of the initial and final property values (Condessa et al., 2015).

To answer this constraint, it was developed a real estate appraisal model based on real and actual data, that is presented in this paper.

To understand the state of the art in the valuation of real estate on a national level, aside from the so called “traditional methods”, a study was made on expropriation and tax appraisal methods. The former are important because appraisal for expropriation purposes is the most common method to settle property disputes in planning, whenever a landowner refuses to participate in the plan’s execution. The latter were chosen as they are usually based on mass valuation systems, which are not likely to be discretionary.

For the purpose of building a compared analysis, four countries as well as Portugal were selected for the study: Germany, Denmark, Spain and Italy.

The methodology consisted of the research, study and comparison of the legal framework on expropriation and tax appraisal for each country, complemented by some research on the actual practice. Both their characteristics and related procedures were registered and they are presented in this paper.

All real estate transaction values in Portugal must be declared to the tax authorities so that they can calculate the property transfer tax (IMT). Therefore, it is assumed that this information exists and can be used for the purpose of constructing a national transaction database. However, the tax authorities, to date, didn't provide the data.

Property transaction values are broken down into two key components: land value and construction value. The land values will be estimated through the **Fine Zoning** of the whole country. It would be a similar process to that which already exists for the Portuguese municipal property tax (IMI), in which the country is parcelled in small zones of homogeneous land value. Construction value does not fluctuate as much as land value, because it is not as sensitive to the influence of location. This means it can be determined over a wider area. For this purpose the model uses the level NUTS III of the European units for statistical purposes. This is the basis for **Coarse Zoning**. Due to their large size, each NUTS III will have a great deal of attached property value information.

A Standard Building was defined for each coarse zone. The model will then need to be calibrated for all buildings that differ from the standard, determining the construction value for any kind of built property within the same NUTS III.

Despite the model validation limitations (based on non-actual transaction values and tested in a limited area) the process carried out did not result in the rejection of the model.

In real life a model of this kind could increase transparency, reduce discretion and regulate the real estate market.

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Public charge and private transfer of building rights in Brazil: the need for coherence in regulation and implementation

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Urban policy instruments began to be specifically referred by Federal Law in Brazil with the National Constitution of 1988, which was followed, after twenty years of debate in Congress, by the City Statute (Federal Law 10,257/2001). This national Law came to establish urban policy principles and guidelines for municipal action, including the regulation of urban policy instruments. Among those, the Municipal Charge on Building Rights (MCBR)¹ and the Transfer of Building Rights (TBR)² were defined in general terms as instruments to be used by municipalities according to local specificities and needs, in order to contribute to the principle of fair distribution of benefits and costs from the urbanization process.

The Articles 28 to 31 of the City Statute provide the bases for the MCBR, a charge to be collected by municipalities from additional building rights over a basic or regular FAR³. Once infrastructure and urban services are provided by the public and densities depend on their availability, this charge works as a value capture tool aimed at preventing the private appropriation of land value increments that result from administrative decisions on densities allowed in each city zone. The TBR, in its turn, is defined in Article 35 of the same Law. It allows the owner of an urban property to

¹ In Portuguese, *Outorga Onerosa do Direito de Construir*, OODC.

² In Portuguese, *Transferência do Direito de Construir*, TDC.

³ Floor Area Ratio. Known in Brazil as CA (*Coeficiente de Aproveitamento*).

exercise in another location, or dispose of for this purpose, the right to build that for public interest reasons cannot be used in his property.

These urban policy instruments share a common origin in Brazil. During the seventies of the XX century the main concepts associated to them – and in use in other countries - were studied by urban planners in order to advance on municipal land use control. Eminent lawyers discussed back then the legal aspects involved and brought about a synthesis document called *The Letter of Embu* (1976), in which they concluded that charging for building rights over a basic FAR was constitutionally guaranteed for municipalities. Accordingly, a group of urban planners from *São Paulo* proposed the articulation of three instruments to set forth the notions around this concept: the establishment by municipalities of a basic and flat FAR for all urban land; a municipal charge on additional building rights; and the possibility for private landowners to transfer basic building rights in case they were prevented from using them in their properties.

Despite the coherence of this idea and specially the combined use of the instruments, studies on their regulation and implementation by Brazilian municipalities⁴ show, in most cases, a different perspective. Both MCBR and TBR have been regulated in many cases without considering the basic FAR as the fundamental notion that must underlie their implementation. As a consequence, municipal experiences present a series of problems that result directly or indirectly from this inadequate understanding. It is common to find the authorization for the TBR up to the (potential) maximum FAR, disregarding that the additional building rights over the basic FAR should be considered as public resources. In the same line, it is also common to find the use the MCBR for the acquisition of extra building rights over the maximum FAR.

The implementation of one instrument in the absence of the other is almost a rule. When they are used together, besides the lack of coherence in their regulation, their use is disconnected from infrastructure availability/capacity, or the additional building rights are applied in a cumulative way, leading to excessively vertical buildings

⁴ Among other cities included in the studies carried out by the authors and other colleagues in the last decade, evidences cited come specifically from Belo Horizonte (MG), Curitiba (PR), Goiânia (GO), Porto Alegre (RS), São Paulo (SP) and Salvador (BA).

at inadequate zones. Another evidence of the incoherence is found in cases where the use of one of the instruments inhibits the application of the other; this can be observed in both ways. In sum, far from their role of regulating land uses and densities and adding in equality for the urban process, the MCBR and the TBR have been used by in an irresponsible way, just as market tools. From the private side, they have been understood as facilitators to buy extra densities; from the public side, they have been used as an easy way to grab new financial resources.

Clearly, a better understanding of the relations between the MCBR and the TBR is in need. This includes observing the basic (flat) FAR as the limit between private and public rights, establishing the maximum FAR for each zone according to the infrastructure and defining the rules and regulation for a coherent and articulated implementation of the MCBR and the TBR.

Transfer of development right in Brazil: limits and outlooks

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Keywords: Urban Law; Transfer of Constructive potential; limitations; outlook;

This paper advocates the idea that the City Statute (Federal Law 10.257/2001) provides urban limitations on the right to build. The junction of the urban law in regional urban planning field are elementary to analyze the socio-legal phenomena in the use of property rights in light of certain construction that exceeds the constructive potential. Other factors, such as implementation of urban facilities, areas of preservations and land regularization, also restrict the exercise of citizenship recreating ways of living and surviving in the cities. In this reasoning, the idea of urban property exceeds various aspects so that you can reach current notion that is linked to a social function. Thus, what was once seen as an exclusive right over the years has evolved to assign it a social role, which is, focused on the interests of society. The Charter of Embu, of December 12, 1976 was decisive to understand that the property exceeds the level of basic use of land named artificial soil. So the construction potential boundary is related to the basic floor area ratio of the property, whose limit can also be called natural soil. With this, found that urban property owner, private or public, need an upper limit to build your property, there may be an additional right to build, which belongs of public authority and as a consequence of this extension goes on to rise up the artificial soil or soil created with a limit called the maximum utilization coefficient. Question is, what is the legal nature of the constructive potential? Is it possible to address this potential as an instrument of urban sustainability? The Property Law and the Right to Build, but, after all, can you dissociate them? In this way, the general aim of this work is to understand the limitations to the right to build in urban instrument called the Transfer of Development Right (TDR) in Brazil. This instrument has the purpose to ensure the

economic use an immovable asset to the property owner located in an area where there are limitations, i.e. where buildings are not available till the basic coefficient limit set for that portion of the territory. The specific objectives of this study are aimed to grasp how this urban instrument foreseen in the City Statute before and after the 1988 Brazilian Constitution came up, clarify the distinction between Property Rights and the Right to Build and demonstrate that the incidence of cases stipulated in the federal legislation which are limitations of public law. The Strategic Master Plan of São Paulo, Law 16.050 of 31 July 2014, after an intense innovated debate around its content, highlighting the TDR, articles 122 and 133, bring with them new features that so far in most Brazilian municipal master plans do not provide, such as the full and/or partial transfer of the utilization coefficient, the possibility of which is restricted to the cases where the construction potential subject of transfer exceeds 50,000 square meters, the transfer of the amount exceeding this limit will occur gradually in ten annual installments, plus incidents hypotheses to the execution of road improvements for implementing bus lanes, implementation of planned parks, three forms of calculations when there is no originator of property donation, real estate donation cases or expropriation friendly and TDC with or without donation. The methodological approaches are not only based on literature reviews, such as Victor Carvalho Pinto, Arthur Nelson, Rick Pruetz, Doug Woodruff, but above all in the legislative analysis, which provides a basis for the theoretical construction of this article. These results are relevant, to state that the transfer of development right have in their own hypotheses limitations of public law, as well as the two types of interventions in the State on property namely, restrictive and suppressive, brings forth a third mode and may be called mixed intervention. In addition to these contributions, it has as a major reaffirm that the degree of utilization of basic land must be as a premise an equalization of rights in a legal urban planning process that aims to reduce the great social contrasts within the city limits. However, reality shows that there's no a fair distribution of burdens and benefits generated by the urbanization, consequently still remains in knowing what best method that you should consider in property value to be adopted, some argue for the use of more generic indicators, for example, the market value of property or a percentage of this value in order to facilitate this procedure; others conclude that the

adoption of general criteria can lead to a decrease in sales figures, as the market values are admittedly lower than those charged by the real estate market. The results and contributions mentioned, finally, make us reflect that the lack of adequate urban infrastructure in its spatial distribution in order to avoid social inequality, the fundamental right to housing, the low density of the urban land use, increasing distances, preserving the environmental and cultural property are some of the basic characteristics of the urbanization process in Brazil. This inordinate control requires a flow of investments, since there is an intense need to demand services, urban infrastructure and special protection areas in Brazilian cities. In this sense, the legislature established the transfer of development right as a mean of ensuring a better quality of life for populations, especially those who do not have access to urbanized land.

Sustainability and statutory holism – Norwegian planning legislation in an evolutionary perspective

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In 2008 the Norwegian Parliament adopted a new Planning and Building Act. A few years after its implementation, the Ministry of Local Government and Modernisation commissioned an evaluation of the act's planning section, in compliance with established management routines. The task was conveyed by The Research Council of Norway, and formulated as a research based evaluation. Through this research project, which the authors of this paper are involved in, the efficiency of the new planning system will be investigated by analyzing its basic parts, and studying them in isolation. However, the act's emphasis on comprehensiveness requires a methodology that treats the system as more than the sum of its parts. The aim of this paper is to discuss what can be gained by investigating the behaviour of the new system studied *as a whole*.

Evaluation research is generally undertaken in order to identify areas of improvement. Law evaluation specifically addresses juridical efficiency with respect to the legislator's intention. A question, then, is what the legislator meant to improve by adjusting the system design. By digging into the background of the act, one quickly finds that it answers to more than particular needs; it is the legacy of a long history of innovations, criticism and adaptations. In this evolutionary perspective, the design of the act may be seen as an expression of shifting relations between fundamental

values, the legal structure adjustments, and the role of planning in the government system.

Shifting values

The current Planning and Building Act is the fifth in a row of national planning acts. It was adopted with a new object clause of sustainable development: § 1-1 "*The act is intended to promote sustainable development for the benefit of the individual, society, and future generations.*" The act's planning section prescribes how this object is to be pursued: § 3-1 "*Within the frame of § 1-1 plans by this act shall [...] set goals for the physical, environmental, economic, social, and cultural development of municipalities and regions, clarify societal needs and tasks, and specify how tasks can be solved.*" The phrase indicates a coordinating and cross-sectoral function. It is followed by a cascade of various considerations and references to sector laws, as well as a holistic attitude statement: "*Planning shall promote comprehensiveness by seeing sectors, tasks and interests of an area together, through coordination and collaboration in problem solving between sector authorities, and between state, regional, and municipal agencies, private organisations and institutions, and the general public.*" A question that arise from these adjustments is how an existing system, that was already designed for cross-sectoral operationality, is adapted to promotion of sustainable development as a new value of government.

Legal structure adjustments

By studying the historical sequence of various versions of the law, we can investigate how they responded to specific epochal problems. In the background are the salient needs in society; what is to be seen in the foreground are the systemic or pragmatic responses, i.e. how the legal principles brought along from the past were corrected and adapted to new problems. Norwegian administration was based on a principle of specialisation: "*if an administration emphasizes a consideration that lies within different administrative areas, it will lead to juridical invalidity.*" This principle worked well within a sectoral way of thinking, in times when planning was mainly about urban expansions. However, management of land use and the environment can only work within a spatial dimension. The progressively expanding mandate of planning, as

well as its increasingly cross-sectoral role in the government system, has lead the specialisation principle into crisis.

Extensive mandate and growing tensions

The evolution of the planning legislation is not only a legal history; it is also a history of how planning has been used to resolve the problems of society. With sustainable development as the main legal object, it seems reasonable to embed the controls of planning and building activities within the same act. It allows procedures of planning, with its concerns for property rights and land use conflicts, and technical building regulations to be handled within a unitary legal frame. However, when a central purpose of planning is to coordinate between sector interests, the association of planning with the building sector signals an immanent tension in the system. In order to study this behaviour of the system, we propose to view planning legislation as analogue to technology, as a purposed system. Technology is invented to perform specific functions. One of the reasons why the planning system now holds such a central position in land use management, is that it performs functions that are particularly well suited for comprehensive control over land use: its faculty of formulating goals and strategies (including communication between territorial actors), its capacity of proposing solutions and designs, and its statutory power and set of regulative tools that may respond to the needs of local situations. Yet, a central methodological challenge in studying the system's behaviour is to sort between the administrative responsibility that planning has been entrusted, based on the fundamental value of sustainable development, and functions that are proper to planning.

With this paper we wish to provide a reader with insight into Norway's new Planning and Building Act as a means to solve the challenges society is facing today. Seen as an institutinoal government technology, the formation of the country's planning legislation will be studied through an historical investigation which draws on systemic planning theory, institutional theory of layering, and concepts and discussions from administrative law. Our point of view privileges the study of the statutory planning system in general; it does not take into account the many situations it applies to, nor the quality of its processes and outcomes. We see it as an important corrective to

particularistic points of view, and reductive considerations of efficiency that all projects of evaluation are influenced by. Many countries are continuously engaged in improving their planning legislation. An insight into the Norwegian system may shed light on some general issues of statutory planning systems.

Legislation as a practical instrument in sustainability

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The aim of this paper is, after doing a reflection about the concept, to bring a brief overview of Brazilian law that after the 1980s, employ in their content terms like sustainability and sustainable development, in order to reassert the role of these laws in the construction of cities in consonance with sustainable principles.

In this sense, much is still discussed about overcrowded cities, which caused serious environmental problems as a result of the occupation of inappropriate areas, destruction of ecologically valuable resources and environmental pollution. The processes of massive immigration from the countryside to metropolises eventually externalize social and environmental costs in the form of saturation of air pollution levels, water, noise and visual. The urban environment, according to Mota (2011), consists of the "natural system" and the "anthropic system" and changes made by man in the environment are always made quickly and intensely and does not allow it to have a normal recovery of nature, whose processes occur more slowly. The search for the "relative balance" in the ecosystem, according to the author, is the biggest challenge; how to achieve sustainable development of cities in a way that achieves balance between human intervention and conservation of natural resources.

Although Engels (1845) had already pointed out the factors of environmental degradation that existed in the nineteenth century working class neighborhoods¹, it was only in the twentieth century, when the "environmental crisis" hit the interests of the bourgeoisie that this speech has gained relevance in the media, in academia and public opinion (Coutinho, 2004). It is in this context of environmental degradation and reflection on the finitude of natural resources, evidenced by the book "The Limits to

¹ Source in the book published in 1845: "A situação da classe trabalhadora na Inglaterra".

Growth"², which emerges the concept of sustainable development in the way we consider today, whose precursor ideas were from Gifford Pinchot³.

However, the legal rules governing the states and seek to maintain a "healthy" social contract, not always contribute to the "relative balance" of the ecosystem. In this sense, Coutinho (2004) criticizes the role of law as an instrument of market relations and evokes this as the main legal instrument governing the performance of the real estate market and construction, among other spheres.

This article will bring a brief overview of the Brazilian law, the way they absorbed the concept of sustainability and how they aim to contribute to the development of sustainable urban areas. This work is the result of discipline Methodology and Research Practice in the Post Graduate Program in Architecture and Urbanism at the Federal Fluminense University.

Regarding the methodology; After bibliographic review on the concept of sustainability and an overview of the Brazilian legislation related to the planning of cities and buildings, it was held a survey whose universe are the dwellers and people who were passing by the neighborhoods of Santa Rosa and Icaraí. Those districts belong to Region Bay Beaches⁴, one of the five administrative regions of the city of Niteroi, a city-state of Rio de Janeiro. This area was chosen because it is a surface where building sector acted with great relevance in recent years. Another of site selection factor was that, amid the process of construction of multi-family buildings in the region, there was the implementation of greywater and rainwater reuse laws, which were applied directly to some projects in the region. The delimitation of the case study covering two districts was given either by proximity, just like the lack of physical boundaries that delimit them clearly, since the territory and its forms of occupation are quite similar.

² Report conducted by MIT (Instituto Tecnológico de Massachussets), with the leadership of Dennis Meadows and by order of The Club of Rome.

³ "Gifford Pinchot, forestry engineer trained in Germany, created the resource conservation movement, proclaimed its rational use. (...) Believed that conservation should be based on three principles: the use of natural resources by the present generation; the waste prevention; and the use of natural resources to benefit the majority of citizens" (DIEGUES, 2001, p. 18 – Author's translation).

⁴ English translation of the expression: 'Região Praias da Baía'.

A quantitative and quasi-experimental survey attended by non-probabilistic sample was carried out and forms were applied in the districts of Icaraí and Santa Rosa, totaling 100 forms with 17 questions, applied at various days and times, following the percentual of Rio de Janeiro state population divided by age and gender groups⁵. Data were entered and processed by SPSS software 20. The sample size and the conference with the normal curve made possible the statistical inference for some variables studied, hence allowing to consider, in some issues to be identified later, the people who were passing by the neighborhoods as the universe of Santa Rosa and Icaraí regions. In sequence, as contextualization tool and enlightenment, we applied two semi-structured qualitative interviews.



Figure 01. Map with the delimitation of administrative regions of Niterói city and limits of the neighborhoods. (Source: Prefeitura Municipal de Niterói – Secretaria Municipal de Urbanismo e Mobilidade. http://urbanismo.niteroi.rj.gov.br/wp-content/uploads/2014/09/SMU_MapaBairros_2014.pdf Acesso em: 22/06/2015)

⁵ Source: IBGE (Brazilian Institute of Geography and Statistics).



Figure 02. Map with the delimitation of the area where the forms were applied. (Source: Sefl mede with Google Earth images).

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Challenges to spatial justice: How to achieve planning targets while respecting constitutional rights; the new Viennese law on planning

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The capital of Austria, Vienna, is a growing city in the heart of Europe. By 2014 about 1,8 million people had their permanent place of residence in the city, by 2029 the 2 million limit will be exceeded.¹ With a distribution of 35% building land, 45% green area, 14% traffic areas and 5% water, Vienna meets the demands of many and has again ranked first in the Mercer international quality of living survey, covering 230 cities worldwide.²

Vienna's administration now has to ensure, that the city maintains this high standard of living, providing not only for good infrastructure, but also maintaining Vienna as a socially just city.

One of the aspects that need to be considered in this task is the issue of land classified as building land, but not being used as such. In effect, about 25% of Austria's designated construction land has no building or structure on it, but is neither offered for sale.³ Especially for Vienna with its vast recreational areas it is of utmost importance that estates suitable for construction and thus qualified by spatial plans as building land are in fact used for building houses and not left vacant, to provide its population with sufficient housing and protect green zones from being build up. To meet this target of reducing Vienna's surplus of vacant building land, the city's government enacted new provisions⁴ providing for the possibility of zoning building land for a limited time only to

¹ retrieved from: www.wien.gv.at/statistik/wieninzaehlen.pdf, 18.10.2015

² retrieved from: www.uk.mercer.com/newsroom/2015-quality-of-living-survey.html, 18.10.2015

³ Bundesministerium für Land- und Forstwirtschaft, Umwelt und Wasserwirtschaft (2011), Grund genug? Flächenmanagement in Österreich – Fortschritte und Perspektiven, S. 17ff

⁴ Wiener Stadtentwicklungs-, Stadtplanungs- und Baugesetzbuch LGBL. Nr 25/2014

put pressure on land owners to make use of their estates' status and actually develop their plots.

However, this law leaves a number of questions open, like within which period constructions need to be erected or what exactly will be the consequences if proprietors fail to meet the requirements.

This contribution will analyse the respective legislation and evaluate its accordance with constitutional rights as well as with existing Austrian principles of planning decisions.

Austria is a member state of the Council of Europe and has enacted the European Convention of Human Rights and Fundamental Freedoms in its constitution. Furthermore, the right to property is also part of the Austrian catalogue of citizens' rights. As a result the Vienna planning law likewise contains regulations providing for compensation in case of loss of value due to zoning decisions. As for the novel instrument of temporary designation as building land these compensation rules have been excluded for losses occurring because of impermanent designation as construction land losing that status since the land in question has not been used for construction within the time limit given. Other specific regulations regarding temporary designation cannot be found in the respective law but must be developed from the above-mentioned fundamental rights. As a result it must be examined whether the compensation provisions might be applicable already when temporary designation as construction land is rendered, especially in situations where land formerly labelled building land might be categorised temporary construction land by a new zoning plan. But also the exact conditions when the time limit has been met have not been specified in the decree and need therefore be given extra attention. Possibilities can be classified as: time of -application of building provision, -entering into force of building provision, -concrete start of construction, -end of construction. Depending on the answer to this topic, further subjects appear, as what will happen to the designation if it is linked to the building provision and owners obtain a building permit but then do not make use of it.

Interesting is also the issue what zoning category will be relevant to a plot loosing its status as temporary building land due to exceeding the time limit for truly

developing the land, as the law does not give any information about the further consequences of not consuming the designation. If the instrument should work as intended, the estate cannot remain with the category of building land. It can neither be seen as lacking a precise designation as this would not be compatible with the principles of zoning in Austria, which ask for every plot having an exact description within the zoning plan. One option could be having the former designation of the land come into force again. This would, however, only work, if the prior title had not also been building land. If the previous description had been green area, one comes again to the question of compensation rules related to financial losses as a result of planning decision as discussed before.

Brief, the new Viennese regulations on temporary zoning of building land should be analysed on a thorough basis and examined whether they can be interpreted in a way which will lead to the intended effect, that is mobilisation of building land, while at the same time meeting the framework provisions of constitutional rights to property as well as principles of planning stipulated by the relevant planning laws.

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Reclaiming the authority to plan: How the legacy of structural adjustment has affected recentralization in Bolivia

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Thirty years after structural adjustment policies decentralized developing country governments, signs are emerging of a slow return to centralized state authority. Nearly 140 countries and over 40 international institutions agreed through the Paris Declaration and Accra Agenda for Action to “align” and “harmonize” aid efforts in support of country-led and country-owned development. Today, many Latin American governments are beginning to implement policy, bureaucratic, institutional and civil society strategies to “reclaim the role of protagonist that [they] lost as a result of decentralization” (Dickovick and Eaton 2013, 1454). What is not apparent in these agreements and emerging trends is exactly how, and how well, national governments can implement actions after reclaiming the authority to plan.

After Bolivia became one of the showpieces for structural adjustment and neoliberal reforms, by the late 1990s the size and power of the central government had shrunk considerably, local governments were taking more control of local decisions, and NGOs had rushed in to fill many social service gaps. When Evo Morales was elected President of Bolivia in 2006, he set out to take back his authority to govern numerous sectors. I consider the extent to which the Morales administration was able to achieve one its most ambitious attempts to re-establish state-led, equity-oriented development – the Zero Malnutrition (ZM) Program. The ZM program grew out of a frustration with what had become a fragmented, NGO-led health care system that had stalled efforts to reduce malnutrition. Fieldwork over a period of 13 months during the fourth year of the ZM program’s implementation included over one hundred semi-

structured interviews, participant observation, document review, and secondary data analysis.

Findings suggest that one of the key, lingering outcomes of structural adjustment policies – informalization and reduction of the public sector labor force – presented ZM planners with a tradeoff: build the base of permanent civil servants to carry out ZM and integrate nutrition practices into the daily routines of staff already in the health system, which could have taken years of slow, institutional reform, or hire new ZM staff as short-term consultants to launch action quickly. To seize a political window of opportunity, ZM planners chose the latter, implementing the majority of the program's interventions through consultants during the first four years of the program. These and other administrative shortcuts allowed ZM coordinators to maneuver around political and administrative landmines and to keep the program moving forward, to get some modicum of “action” on the ground while securing a certain level of political commitment from international partners, the president and other ministries.

These choices came, however, at the cost of many logistical challenges that limited the ability of ZM planners to institutionalize nutrition interventions. Their decisions led to training gaps and duplications, turf wars among new and existing staff, constant staff rotation, redundant and parallel evaluation systems, confusion about roles, loss of public credibility, and a lack of local ownership over ZM interventions. During the latter years of the ZM program, however, ZM donors, directors and local managers began to address the initial, disappointing outcomes. Rather than try and avoid the lingering effects of structural adjustment, they began to consider how they might re-skill public administrators who had lost their ability to manage programs and build upon positive legacies of decentralization, including the identification, support and development of policy champions and innovators throughout the policy system.

Ultimately, I argue that the lingering institutional constraints of structural adjustment policies may initially force national planners to make decisions based on political and administrative expediency that allows for policy resilience, but at the expense of a program's coherence, effectiveness, sustainability and adaptability at lower, operational levels of the program. Alternatively, national planners may be more effective at ensuring policy sustainability if they recognize that the process of

recentralization will not simply require political will and national-level maneuvering, but efforts to establish the conditions for local actors to adopt and adapt national policies to local contexts. This means re-building implementation capacity throughout the policy system and engagement and negotiation with local actors that solidified their positions during decentralization processes.

Legal challenges for integrated spatial and energy planning - A study in the european urban context

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In order to achieve ambitious goals in climate change policy and resource conservation, cities are facing the challenge to develop innovative instruments and strategies in a variety of policy fields in a multi-level context.

Although the European Union does not have legislative competences in spatial planning, urban planning in Europe is being influenced substantially by the EU's energy and climate targets and by EU-funding instruments and legislation: The "European Smart City Agenda", the EU climate change policy goals as well as a number of Directives – i.a. the Energy Performance of Buildings Directive (2010/31/EU), Energy Efficiency Directive (2012/27/EU), Renewable Energy Directive (2009/28/EU) all work as powerful drivers. The European Innovation Partnership for Smart Cities and Communities recommends to develop zero-energy new buildings and districts and to find retrofit solutions in order to improve the energy efficiency of existing buildings. The EU's secondary law sets minimum standards for the energy efficiency of buildings and requires a certain use of renewable energies (see in particular the Energy Performance of Buildings Directive (2010/31/EU) or the Energy Efficiency Directive (2012/27/EU)).

A number of European cities are using planning and building legislation as a means to achieve energy policy goals and to establish sustainable city structures. Existing spatial planning instruments are being used explicitly for energy purposes and

new spatial planning instruments are being introduced and put into practice. Planners and policy-makers promote examples of “good practice” on how to best integrate spatial and energy planning. However, the potential for energy-orientated planning not only depends on the physical structures and the social fabric of urban space. The introduction and implementation of new instruments and the transfer of “good practices” in the national context also requires a thorough analysis of the relevant legal-institutional context.

With this paper we mainly want to contribute to the discussion on how spatial planning can foster energy and climate targets from a legal perspective. Our paper is based on research undertaken in two research projects funded by the Austrian Research Promotion Agency (FFG), where we have analyzed the legal framework for spatial and energy planning in Europe and Austria in interdisciplinary project consortia. The findings of our research have been discussed in a series of workshops with city representatives and planning experts.

In our research we took stock of practices in Europe and systematized a wide range of instruments which might be used for integrated spatial and energy planning thus identifying potentials for mutual learning. With regard to selected instruments we analyzed potential barriers for implementation in the Austrian legal system both with regard to large as well as small and medium-sized cities. We took a closer look to a variety of instruments ranging from the introduction of new zoning categories to energy efficiency criteria for building permits and to contractual obligations for developers (e.g. to construct renewable energy power stations, to comply to strict energy-efficiency criteria, or to develop and implement energy supply concepts for district development). We find that fundamental rights (esp. property rights, principle of equality), the principle of rule of law and the fragmented allocation of competences in the Austrian federal system make the introduction of new instruments for energy related planning a challenging task. Perhaps even more surprisingly we also identify common market rules (e.g. liberalization of energy markets; public procurement) as a substantive challenge for the design of innovative approaches to energy related planning. With regard to both the introduction of new and the application of already existing legislation in Austria, we find that legal uncertainties, financial restrictions, regional competition

among cities and conflict of goals (e.g. affordable housing and retrofitting or density vs fresh air corridors) constrain the potential of climate related planning legislation.

We conclude our paper by taking a step back and looking at biases and omissions of the current discourse on planning and energy and climate policy in Europe. Thus we also hope to contribute to a critical discussion of further research needs with regard to planning law and climate change policy in Europe and on a global level.

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More quality with less regulation? Finnish model of detailed planning and the growing demands of procedural efficiency

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In Finland, as in many other countries, planning system is increasingly facing demands for greater procedural efficiency. Pro-market organizations and building industry have been lobbying in particular for lighter, smoother and quicker planning procedures at the level of detailed planning. Finnish *Land-use and Building Act* (132/1999) does not set strict requirements for the form and contents of detailed plans, but especially in the biggest cities detailed plans often pre-determine even the architectural detailing of the built environment. The representatives of Finnish building industry have argued that detailed regulations lead to solutions that are too costly, and therefore also non-implementable (Hurmeranta, 2013). The representatives of public planning offices, however, argue that detailedness of detailed plans is the ultimate guarantee of the quality of the built environment. From this perspective, the demands for lighter planning processes can be of course charged with representing neo-liberalist pursue to turn urban space into marketable object, when the 'quality of environment' comes to be reduced to the commercial appeal of the environment (cf. Sager, 2013). In this case, cultural and architectonic values may come to be crowded out from the realm of 'environmental quality'. Yet, architects who are responsible for the building design do not always share this concern, but they often argue, by contrast, that detailedness of regulation impedes creativity, innovativeness and the emergence of novel cultural values in building design (Staffans & al., 2015; Ilonen, 2015; Krokfors, forthcoming 2016).

In big cities such as Helsinki, this discrepancy between detailed planning regulation and implementation of plans at the level of building design has led to a situation wherein building permits typically include discretionary deviations from detailed plans (Staffans & al., 2015). Deviations have become thus mainstream of planning, and this in turn, means that planning procedures have become slow. It may also be argued that deviations are problematic with regard to the legitimacy of planning, given that deviation procedures include much less space for citizen input than do the plan-making processes.

To solve these problems, pro-market organizations have wished to introduce to Finnish planning system a model that would be based on the combination of more flexible municipal plans and privately initiated planning applications. Detailed design would be left to private planning applications. This, as they argue, would improve both the quality of plans and efficiency planning process. (Hurmeranta, 2013.) The model based on privately initiated and prepared plans is typical for discretionary planning systems (see Booth, 1996), but it is not clear whether this model would increase quality of urban design in the context of Finnish regulatory planning system (cf. Maisala, 2014). In particular, in discretionary systems – existing typically in common law countries – courts of law often play a significant role when there are conflicts concerning concretization of ‘quality’ in planning. Decisions taken in courts, then, also steer the use of discretionary powers of public planning officials (cf. Booth, 2007). In the Finnish system, however, courts of law do not consider the quality or expediency of plans, but they assess plans in terms of their legality. This, in turn, has been taken to mean that in the Finnish planning system ‘quality’ is not understood as a normative concept, but comes to be reduced to the minimum requirements set by the law. (Staffans, 2012; Syrjänen 1999.)

Currently, then, the quality of plans is guaranteed procedurally in two ways, both of which appear as problematic:

- 1) Public planning officials can use their discretionary power to guarantee the quality. However, the use of discretionary power is not steered and supported by the courts of law, but rather by political decision-making.

2) The public can participate in planning and influence the quality of plans, but participation is downplayed by the fact that quality issues are increasingly handled in the context of deviation decisions.

De-regulation in planning is one of the objectives of the new government of Finland, the fact of which means that changes in the detailed planning procedures are to be expected in near future. This paper sets out from the hypothesis the objectives of increasing procedural efficiency and the quality of outcomes both require that detailed planning procedures be renewed. It sets out to search for ways in which these objectives can be kept in balance and reconciled with several other objectives set by the Finnish planning law, as well as other relevant legislation. Furthermore, it reviews critically the proposals made by interest groups to renew detailed planning, focusing especially on the role of such elements that come from foreign planning systems and legal contexts. The objective of the paper is not only to analyze the discourse and evaluate proposed changes in the Finnish planning system, but also to make some suggestions as to what kinds of models for detailed planning could be beneficially fitted in the Finnish planning system so that planning really becomes smoother and more supportive of the emergence of good-quality built environment.

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From the idea to the practice: evaluation of thirty years of land value capture planning tools implementation in the city of São Paulo, Brazil

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Urban infrastructure has always represented a great cost to the municipal governments. One of the results of infrastructure implementation is the valuation of real estate adjacent to it, valuation that is generally captured by owners and entrepreneurs by raising rents or sales value of these properties. Since the late 19th century, many cities around the world have implemented land value capture tools as a way to recover government costs, allowing the continuity of infrastructure expansion.

In Brazil, the idea of implementing these instruments dates back from the 1970s with the discussions of creating an urban development fund. The City of São Paulo has been one of the pioneers in some of these planning tools implementation since the 1980s. However, currently there is a critique on the use of such tools, especially regarding to the application of the funds, considering the context of an extremely uneven society such as the Brazilian.

The aim of this work is to evaluate the experience of São Paulo in the implementation of these instruments, trying to understand how the allocation of the raised funds contributed to decrease or increase this unevenness through investments in infrastructure and services with higher social returns, considering mainly the lower income strata.

The analysis methods consisted of evaluating the historical evolution of land value capture tools in the city of São Paulo, based on three of them: the *OI – Operações Interligadas* (interconnected operations), the *OUC – Operações Urbanas Consociadas* (consortium urban operations) and the *OODC – Outorga Onerosa do Direito de Construir* (onerous building rights grant). First, trying to understand of the

genesis of each of these instruments. Then, analyzing the amount of collected funds, as well as the application of these resources and their physical-spatial and socio-economic impacts. Therefore, these fund investments were mapped, as well as its sectoral distribution in infrastructure (such as road system works, public transportation works or social housing production) were tabulated.

The first planning tool, OI, appeared in 1986 allowing the owners of slums occupied land to apply for FAR – Floor Area Ratio upgrade, since they build or financially contribute to social housing production for the slum population replacement. Later, this tool has changed to allow every property in the city to ask for FAR review through the payment of a financial compensation to the FMH - Municipal Housing Fund. This study has concluded that, although most of resources have been raised in the wealthier areas of the city, most of the housing units were built in the peripheral areas with large gaps in infrastructure and social facilities, enhancing the socio-territorial inequalities in the city.

The OUC appeared in 1991 as the integrated set of urban interventions developed in certain areas of the city, under the coordination of the government, with the private sector participation, aiming structural urban transformations, social improvements and environmental enhancement. The initial concept was based also on upgrading FAR by financial contribution, which would be invested in the works planned for the area. Later this onerous grant came to be made through CEPAC – Additional Building Potential Certificate, a bond issued by the city, equivalent to a certain amount of square meters of additional building area or modification of land use parameters, traded on the stock exchange, for use within the perimeter of an Urban Operation.

From 1995 to 2014, the existing urban operations in the city raised the equivalent of R\$ 6.3 billion (US\$ 1.8 billion) of which only 45% was invested. Of this total, 43% was invested in road works, which for the most part, favored private transport means (overpass and tunnels), 14% in the mass transit system and only 12% in the construction of social housing. Another issue is the spatial concentration of resources, because these can only be invested inside the urban operation area, which account for only 2% of the municipality urban area where the high-income strata is concentrated.

Since 2002 Municipality Master Plan and 2004 Municipality Zoning Law review, the City has begun to grant building rights costly in other areas defined by the zoning law. This instrument, defined as OODC, is the closest of the three concepts to the 1970s ideas. The funds raised are deposited in FUNDURB – Urban Development Fund, and the FUNDURB Management Board defines what works and what regions of the city will receive these resources. From 2004 to 2014 FUNDURB raised R\$ 1.6 billion (US \$ 430) to be spent on 98% of the municipal area (except the OUC areas). Analyzing the investment of these resources, one can see a more progressive sectoral and spatial distribution than previous instruments: road works received 30%, land regularization works and slum upgrading received 25%. From the spatial concentration of these resources point of view, one can see a more democratic application as, in 2014, 62% of them were invested in the poorer periphery.

So, the paper concludes that although the thirty years of land value capture tools application in the City of São Paulo, these still need to be much improved to reverse the existing large social deficits, especially on the issues of housing and public transport. The work tried to demonstrate the need for a thorough review of them to end distortions as, for example, the fact of the OUC dispose of 162 times more resources to spend per area than FUNDURB.

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Mainstreaming sustainability into urban governance and planning in the global south: driving factors and challenges for Indonesian cities

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Keywords: sustainable development, urban governance, planning process, Indonesia

Efforts to advance urban sustainability in the developing countries are now at the acceleration stage as cities struggle to cope with and to benefit from urbanisation. Despite that cities have been central in planning literature and in the discussion on the mainstreaming of sustainability to on-the-ground measures, exploration of the urban sustainability concept within the context of developing world is still falling behind. There is an increasing gap between approaches addressing systematic implementation, structured based on the global North and planning realities in the South. It also remains unclear how local governments in the developing countries with their specific planning context and limitation can best integrate the triple bottom line of sustainability in a just and effective approach into development plans and policies.

Against this background, this paper focused on key areas for fostering sustainable development principles into local development planning by assessing urban green economy initiatives in Indonesian cities. It discussed the current state of local governance and reflected in the gap existed in planning practices vis-à-vis the idealised concept of the sustainable city within the Indonesian context. This research examined key characteristics (knowledge sharing, collaborative efforts and political support) of the local planning process, the institutional setup and national-provincial-local planning mandates to determine how they influence the local policies and promote the principles of sustainable development.

Two municipalities in Indonesia (Surabaya and Yogyakarta) were investigated. This research used plan content analysis as well as interviews with national, provincial and local stakeholders. A detailed examination of local policy initiatives reveals possible means by which economic, social and environmental sustainability might be balanced in practice. Based on the findings, factors influencing the mainstreaming of sustainability into existing planning processes and drivers existing as a platform for further integration are discussed.

Performing participation? The Norwegian planning & building act and its understanding of citizen participation

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Since 1985, the Norwegian Planning and Building Act has encouraged and required citizen participation at an early stage of the planning process. The argument lies in the advantage of opinions and concerns being identified as early as possible, avoiding the process coming to a standstill because vital points of view were presented too late in the process. Over the years, a neo-liberal planning practice has emerged, particularly in zoning planning, allowing private business actors into the early phases of the process – earlier than used to be the case. This does not mean that the ambitions with regard to the inclusion of citizens have been reduced. Rather the opposite. In the new P&B Act, from 2008 participation is emphasized even further, and now with a particular focus on including social groups that needs special attention. At the same time, the new P &B. Act also strengthened its focus on efficiency, and thereby institutionalize the the tension between democracy and efficiency (Holsen, 2000). Studies of planning practices in Norwegian municipalities find all forms of negotiations, mediation activities and consultations in planning processes. However, the most common practice is the minimum requirements in the law, which is announcing start-up of the planning process, and public hearing of the planning proposal. The studies also demonstrate that the attention is often directed towards other public agencies and businesses, and less towards citizen participation. Municipal planners find it difficult to involve citizens, due to lack of time, resources and awareness. Recent studies of privately initiated zoning plans, particularly in urban areas, documents less emphasis

on citizen participation and more on having consultation with developers at early stages of the process (Falleth et al 2010, Hanssen and Falleth 2014). Citizen participation seems to be given much less resources. Participation is, in other words, more oriented towards stakeholders than toward citizens. There is, however, less knowledge of how different actors; politicians, planners and different stakeholders, conceive of what is good and sufficient participation and what can be done to improve possible shortcomings. The essential questions in this are to what degree specific sections in the P.& B. Act can be said to have an impact on the participation practice, and whether law adjustments are seen as a possible remedy for shortcomings.

This paper will address four interlinked issues. 1) How has citizen participation been understood and interpreted in the Norwegian Planning and Building Act? 2) How does literature based on recent studies of the practices of participation document how citizen participation is performed? 3) Are there any dissonances between the interpretation of participation in the P & B Act and practices? 4) Do the opinion of what is good and sufficient practices of participation differ between types of actors?

The discussion of the questions will be based upon data and analyses conducted as part of an ongoing, major evaluation of the Norwegian Planning and Building Act (the research project EVAPLAN 2008). Firstly, we will carry out a comprehensive literary review on previous research on participation with reference to the P&B Act. This review will be supplemented with data from case studies of planning in eight Norwegian municipalities, that are currently being carried out.

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Derivation of planning culture, from norms to implementation: embedded real planning practices one city two cases

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Keywords: Urban Planning, Planning Practice, Planning Culture, Power Relations

This paper recognises the need to study planning cultures away from appropriated Western approaches, since the emergence of distinct practices are visible even under the common impacts of globalisation. The paper reflects the fact that planning culture is a dynamic process subject to various changes (social, political, economic and technological) and effective on both planners and those institutional responses to them (Sanyal, 2005) these in turn are also accumulative and continuously build on the previous practices. Therefore, this study argues it is not the culture per se but the complex, dynamic and accumulative condition of the practices that are appropriated and become tradition form the planning culture.

Urban development which evolves through relentless investment in the built environment, especially for developing countries like Turkey, is usually recognised as the main pillar of success of local and national governments; therefore, it usually has a central position in local and national agendas. However, the consistent reshaping of the urban built environment also reformulates the planning culture via practices including the operation of urban power; the actors involved and their roles that consequently generate a further impact on the socio-spatial dimension of urban space. Therefore, practice and the reality of planning, which often disappoints (Hiller, 2002), including the roles and behaviours of various actors, planning features (including norms of representation and policies), planning structures (including customs and tactical actions), decision making processes (before, during and after periods),

implementation and the context itself generates a unique culture of planning, for some cases opposite to the positive enterprise of “culturisation of planning” (Young, 2008) but still keeps the nature where the concept of culture provides additional knowledge (Kneiling and Othengrefen, 2015).

The research focuses on Turkish urban planning structure and investigates two case studies as examples to uncover and identify the characteristics of distinct planning practices as the main pillar of urban development. The planning genealogy of two shopping malls in Ankara is investigated via using qualitative methodology including a detailed investigation of municipal and court documents, interviews with public and private actors. The analysis uncovered that the conditions which characterise the driving forces of the power relations, and some of which also characterise the planning culture, in the development of built environment are: i) complexity and conflict in authorisation and gaps in the legislation (antagonistic relations emerging from political conditions); ii) generation of personal networks and benefits from the existing ones: the power of capital in various forms; iii) lack of transparency, awareness and distrust among actors; iv) domestic market conditions; v) the location and particular time period of the development.

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Scarce agricultural land: the failure of Australian planning law and practice

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Keywords: agricultural property rights, scarcity, peri-urban interface.

The sprawl and almost uncontrolled growth of Australian cities such as Sydney has starkly confronted spatial planning with the unresolved interplay of competing public and private urbanisation actors with the compelling need to accommodate an increasingly scarce (and valuable) complex of competing agricultural property rights. The growing evident inability of spatial planning to understand the peri-urban interface and the complex situations at this interface requires a deeper grasp of the interaction between property rights and the capacities of spatial planning, than hitherto gained.

Agricultural property rights also comprise an untidy and complex mixture of natural resources encompassing surface and subsurface mineral deposits, aquifers, ambient and impounded surface waters, intensive agribusinesses, rangelands and horticultural activities, amongst others.

This paper proposes that a finer grain approach at the intersection of spatial planning, law, and property rights is now urgently needed, if scarce and conflicted agricultural property rights in the peri-urban milieu can be successfully mediated in the face of almost irresistible urbanisation demands.

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The last 30 years of the planning institution in Turkey in the projection of global economic policies¹

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Keywords: Planning Institutions, central government, local government, planning laws, confusion in powers of planning, spread/leap, capital mobility.

There has been a constant pursuit on the part of the planning institution as well as of the central administration, as a result of the political and economic changes that have occurred in the world and in Turkey since the 1980's. The spatial projections created by the changes experienced in the planning institution during the course of this pursuit continues by leaving its profound marks in some regions.

Considering the policies pursued by developed capitalist countries for the last 35 years, it is seen that at the foundation lies the efforts of capitalism to overcome its own blockages and to maintain its existence. The fact that the Keynesian style of capital accumulation based on "the redistribution of wealth and the stimulation of demand" that had been implemented in the wake of the First World War came to a deadlock within roughly half a century; and the oil crisis of the 1970's has led capitalist countries led by the U.S.A. and Great Britain to pursue different strategies based on the monetarist outlook. The monetarist outlook which argues supply-side policies, and stresses the need for reduction of the state's intervention on economy and of state spending lays the foundation of the new approach. Thus a series of new entities have begun to form in political and social life, as in the matter of production and organization. At the forefront of these is the "neoliberal" economic policy which is new regime of

¹ This article was produced from the doctorate thesis titled "The Process of Institutional Change in Planning in Turkey after 1980 and its Spatial Influences: The Thrace Region Example" that had been prepared within the scope of the YTU Institute of Natural Sciences.

savings, a new political and social arrangement, defines as the reduction of the role of the state in economy.

In consequence, cities that have been led and created by increasing capital funds with what it essentially a profit-oriented manner since the era of Industrialization are changing and transforming in parallel with manufacturing methods, technologies, and systems of operation of the economy that have changed on a global scale. These changes and transformations are not confined to the bounds of the city alone, but are effective on a regional scale by altering the neighboring rural and urban areas along with them.

The changes that have occurred on a global scale since the 1980's have manifested their effects in Turkey as well; which led to deep-seated revisions in economic policies after 1980 and the free market economy becoming a priority of governments. Thus, the significance and approaches attributed by the new policies pursued in our country to urban spaces as the basic elements of development have changed accordingly. While the state had hitherto acted within the framework of a centralist structure and a centralist attitude to planning on the whole, conducting its planning operations via central institutions it chose to render local (administration) more effective in planning operations for the purpose of facilitating and expediting spatial investments within the framework of new economic policies.

First there are the efforts to make new regulations for the purpose of incorporating to the city the extensive residential areas that had been created illegally in cities. Some attempts have been made to solve the problems caused by the process of industrialization and urbanization in some cities since the 1960's via "building amnesty" laws and by the hand of local governments. The efforts to resolve local problems (the increasing shanty-town problem, the continued migration from rural to urban areas) and to join the global economy have increased, obliging the state to support and incentivize the local. To this end, the resources and powers of local administrations were increased for the purpose of supporting local investments and strengthening local administrations, and these were made more influential in planning operations.

As the above mentioned developments occurred to the benefit of local administrations on the one hand, on the other the state increased its interest in the real estate sector even further and undertook the construction of major projects particularly in the housing sector. Central institutions were once again strengthened after the 2010's, for the purpose of ensuring that intervention in the urban space was faster and single-handed, solution tools such as "special purpose plans" were developed, and central institutions were once again granted powers to define and plan such major project areas.

These re-structuring pursuits that are being rapidly experienced in Turkey have also expedited the change of urban and regional areas. At the forefront of these changing regions are Istanbul and its neighboring cities.

While industrial investments that have amassed in the metropolitan area of Istanbul in particular were relocated to new and cheaper spaces in the proximity of Istanbul, they have chosen to use their lands in Istanbul in the real estate sector which offers opportunities for much higher income. For this process to run fast and without problems, planning laws and institutions that hold powers of planning must be structured in a way that will facilitate and eliminate any problems that will emerge.

This study discusses **the process where capital funds have relocated their industrial investments outside the metropolitan area of Istanbul; the role of the planning institution on said process; the structures that have been developed within the planning institution to enable and facilitate the positioning of industry in its newly chosen spaces as well as the influences of these structures** in the process of economic-political change and transformation which occurred in Turkey after 1980. Within this framework, planning policies that have been pursued, the laws pertaining to planning that have been the determiners of these policies, and the stratification/confusion of power between this law and institutions have been investigated. Toward this end, the study discusses which institutions were granted power within the framework of regional and local, upper and lower scale planning stratification after 1980, as well as the content of this empowerment, the sectoral planning approach of central institutions and the "zoning" oriented approaches of local administrations and the types of roles they have assumed. Furthermore, the laws

issued during this process are addressed as well as the nature/extent of their efficacy in spatial planning processes.

Social housing in urban rehabilitation projects in São Paulo, Brazil: a comparative study of the Nova Luz Project and the “Casa Paulista” public-private partnership

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Keywords: gentrification; right to the city; public-private partnership; social housing; urban rehabilitation

In cities all over the world, it is well known that the rehabilitation of degraded urban areas can – and often does - trigger the displacement of socially vulnerable groups from the area under intervention, either actively, through forced evictions that follow both public and private works, either passively, as a consequence of the rise in property prices due to the implementation of the urban renewal process.

Gentrification, or the replacement of the poorer original residents by wealthier social groups, is often perceived by the real estate market, and most of the times also by the city's Administration, as an index of the urban rehabilitation's "success".

Nevertheless, as SMITH (1996) points out, "gentrification, displacement and segregation point toward a significantly restructured urban geography". Gentrification aggravates spatial segregation and social inequalities in the city as a whole, putting economic interests above social and environmental demands. Therefore, gentrification represents a violation of the "right to the city", here understood as a third generation collective human right, dedicated to render cities environmentally balanced, economically prosperous and socially inclusive for all its residents and users.

As a concept originally developed by LEFEBVRE (1967), the right to the city is, as HARVEY (2012: 253) points out, a collective right to "reinvent the city" that "depends upon the exercise of a collective power over the processes of urbanization". It thus

becomes, according to SOJA (2010:237), “virtually synonymous with seeking spatial justice”.

To avoid or at least minimize the occurrence of gentrification processes associated with urban renewal and therefore seek spatial justice in the city, it is imperative to include in the technical and legal framework of urban rehabilitation projects some strategic actions dedicated to prevent the displacement of vulnerable populations and to ensure genuine social diversity in the area under intervention.

In Brazil, due to urban policy guidelines legally set by the national Statute of the City - amongst them, the principle of the equitable distribution of the benefits and the burdens of the urbanization process - the adoption of such strategic actions in urban rehabilitation projects is mandatory.

Also, the Brazilian Statute of the City has expressly included the right to the city amongst the urban policy guidelines as a “right to sustainable cities”, which unites, under the same “umbrella”, so to speak, the rights to urban soil, to housing, to sanitation, to urban infrastructure, to transportation and public services, to work and to leisure, for the present and the future generations.

Due to these legal guidelines, urban renewal projects in Brazil must encompass the provision of adequate social housing to the poor, either in the project’s area or in its surroundings, preferably in portions of urban territory demarcated by the city’s Master Plan or Zoning Laws as Special Areas of Social Interest - ZEIS. The main purpose of the ZEIS is to safeguard portions of urbanized soil - fairly located and served by basic infrastructure and services – and earmark it to social housing. Financial resources for social housing are to be obtained preferably through value-capture: part of the rise in the property’s value produced by the rehabilitation, captured through the selling of development rights, must finance most of the intervention, including the construction of social housing.

Based on these legal markings, social housing provisions may appear either as a supporting element or as the core of the urban rehabilitation project. From our point of view, this is not a random option but rather a decisive strategic choice: not only it has important important repercussions on the project’s technical and legal modeling but it also can determine its final outcomes.

In this context, this paper's main goal is to analyze the possibilities, alternatives and consequences of the strategic positioning of social housing provisions in urban rehabilitation projects as a means of preventing gentrification, through the comparative study of two public-private partnership projects related to the urban rehabilitation of São Paulo's city center: the ill-fated Nova Luz Project - where social housing provisions figured only as a supporting element - and the recently launched "Casa Paulista" Public Private Partnership - geared primarily to the construction of social housing units. This comparative study will be conducted through the critical review of law provisions in the matter, relevant literature and media reports published on both projects.

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Virtues and ills of private funding urban development: impasses in the actually existing joint urban operations

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The purpose of this paper is to discuss and critically approach a planning instrument that has become increasingly popular among Brazilian city governments since the Cities Charter (Estatuto da Cidade) was approved in 2001, the Joint Urban Operation.

An Urban Operation, as any public-private partnership, is a legal framework that allows the participation of private actors in the funding – and in the share of benefits – in actions of public interest. The specifics of urban operations are that they concern urban transformations in a pre-defined territory, delimited by a perimeter, and that they are funded through the selling of financial titles called CEPAC. Issued by the city and tradable as means of payment in exchange of building rights, each CEPAC is equivalent to an amount of square meters for use in additional construction area above the normal local parameters, and at the same time is a financial title whose value can increase or decrease according to the market.

Urban Operations figure among those planning instruments conceived to allow the public power to capture part of the land plus-value in areas under valuation, that otherwise would be pocketed by land owners and developers alone. They have been inspired and compared in the literature to the French *ZAC – Zone d'Aménagement Concerté*, as well as to similar Colombian experiences.

Urban Operations create “strategic exceptions” to zoning law in the perimeter in which they are planned, easing limitations so that developers can build above the normal parameters for the city by acquiring CEPACs. The city monetizes the sold building rights, and by doing so, collects funds that must be reinvested in urban transformations in the same area.

In the years that followed its regulation by the Cities Charter, five urban operations have been approved and are currently being developed in Brazil, being three in São Paulo, one in Rio de Janeiro and one in Curitiba. There are numerous others under debate in different Brazilian cities and the expectation of several municipalities is to activate this planning instrument within the next year.

In this paper I take the case of Urban Operation Água Branca, in São Paulo, the latest of them, approved in October 2013, to critically analyze the instrument, considering the abyss between what is stated by its defenders (the discourses on the instrument, or what I call *ideally speaking* Urban Operations) and what has been really taking place in the development of this planning practice (the *actually existing* Urban Operations).

The discourses pro-urban operation defend that, if successful, they allow the realization of self-funded large scale urban projects, conducted by the public power but without use of the public treasure. Transformations are paid by those who will largely benefit from them, owners and developers with interest in the area. These funds can be used for infrastructure, public equipment, social housing etc., and this possibility of transferring private money for public interests makes some even call urban operations a “Robin Hood” planning instrument.

The criticisms towards the instrument point at some issues. Firstly, as the realization of an urban operation depends directly on market interest, they tend to focus on already privileged and attractive regions. Even if they can be self-financing, which in fact is seen as unlikely, they will demand a large commitment of public administration capacity, already quite restricted. This commitment takes place at the expense of other areas, reducing its operating capacity in vulnerable territories. Another point is that the obligation that the resources acquired with the selling of CEPACs are reinvested within the same perimeter in which they were sold will concentrate investments and foster gentrification, be it in the short, mid or long term.

In the *actually existing* Joint Urban Operation Água Branca, the first auction for CEPACs was a disappointment, with only 9% of the titles put in auction sold. The city administration expected to raise over 91 million BRL, but raised only 9 million BRL. The long list of priorities for these resources – ranging from social housing provision,

construction of new schools and health equipments to the building of a new bridge crossing Tietê river –, the expectant population of local *favelas* and the active group of public managers, residents and organized civil society that participate in the debates and decisions regarding the operation, will all have to wait.

The occasion highlights the great impasses in conditioning urban development to the possibility of private funding. On the one hand, the possibility of convening those who monetize with the city's production to bear the costs of the necessary urban transformations is highly attractive to local governments. Urban operations, as PPPs in general, are now the golden goose of urban development, and the evidence of that is their multiplication throughout Brazilian cities. On the other hand, the success of urban operations depends directly of market interest and more than that, of a situation of heated market. Without either, the operation is likely to be paralyzed: there are no resources, and the transformations do not happen.

The thinking of practice course of urban and rural planning major under the context of China - Combining the in-class lecture with practical contact

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Keywords: Urban planning administration, practice course, planning practice, transformation in education, China

This paper introduces the Course Setting of Planning Administration and Regulation Practice of urban-rural planning major in Tongji University. The main question we wanted to know through this course is what we can learn from the public administration system to improve the spatial related skills cultivate in undergraduate education, because, in generally understanding, the spatial related design in planning has little relation with interests regulation. This paper is focus on the effects of the administration system by analyzing the course arrangement.

Actually, the teaching organization mode got unexpected harvest, brought a great deal of enlighten, combining lecture in classroom with practical contact in administrative department, because this practice course was organized in the form of lecture plus investigation. One hand, the practice lecture was instructed by the public servants working in the Bureau of Shanghai1 Planning Administration, simultaneously finished the in-class lecture section. The other hand, the practical contact was finished by introducing students to survey and investigate in planning departments of the planning bureau. Furthermore, each team of students finished their internship reports based on the practical material and highlight theme. The main result is, firstly, the in-service officials brought college students many of information and experience from their work, with very different perspective, such as, the planning bureau has changed to approve the regulatory plan instead of site plan in legal proceedings, and make us

thinking the goal of spatial related design in planning. Secondly, students understood the importance situation of planning administration in planning process, through interviewing and investigation in governmental planning management department, such as, the land use permit and building occupation permit are two main means of planning and management, and all of the spatial plan should consider the question of implement. In addition, there are other several information we learn from the practical contact in the course, such as, the thinking about the all-in-one planning system and UDB (urban development boundary), the thinking of the conservation of historical districts.

Based on the analysis above, this paper point out that educational transformation should pay attention to the trend of professional needs and management system transformation, without ignore the discipline essence at the same time. Meanwhile, we need to treat the change of teaching content with caution when we are influenced by the practice, and we should pay more attention to the ability training in daily knowledge infusion. Furthermore, this paper point out, the courses of the college let students to choose reflect what kind of person should be cultivated, because we should pay same attention to quality education and skill education in planning education. So, we can scan the method of our teaching and evaluate the ability generation mechanism in planning education. In addition, the teacher profess idealism to students, and also emphasize the important significance of solving real problem in parallel.

And more importantly, the author gain a good deal of enlightenments from the reports of students, such as, in professing the teacher should do their best to reduce the content without contact with reality, and constructing the reality oriented evaluation about students, and acknowledging the limitations of planning when we meet the society running system. That is to say, urban planning cannot solve all the problems, and cannot replace all the other rules of regulation. To sum up, this paper conclude the successful arrangement of the Planning Administration and Regulation Practice Course, and contribute to our planning education content, planning and management practice course is a good channel linking up the school teaching and the urban planning management needs. It gives students a new perspective to learn and

understand the urban and the urban planning, and will help them to promote the skill of spatial related design.

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Analyzing Incremental Changes in Local Planning Institutions: Investigating transformation process after city-county consolidation in Tainan, Taiwan

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Keywords: Historical Institutionalism, Tainan City, City-county Consolidation, Spatial Planning

For two decades, some planning scholars have tried to apply the concept of institutionalism in the studies of planning theory, but most of them mainly focus on how institutional innovation occur in a particular place, or how planning systems vary in different places (for example Pasty Healey, Bishwapriya Sanyal, and so on). Recently, Andre Sorensen proposes a historical institutional (HI) research agenda in planning theory. He argues that applying the HI approach to study the development of planning institutions in a particular place or to compare planning systems in different places can strengthen their theoretical framing and provide meaningful connections between physical and social phenomena. However, applicability of the approach and its contributions in planning studies remains further exploration. In light of this, this study aims to explore the potential of the HI approach in planning research via investigating the transformation process of planning institutions in Tainan City, Taiwan after a city-county consolidation.

Historical institutionalist provides a systematical way to analyze what contribute to the institutional change or path dependence after critical junctures. Historical institutionalism is best known for the concept of 'path dependence' and 'critical junctures'. According to Sorensen (2015, p. 21), '[t]he core idea of path dependence is that, once established, some institutions tend to become increasingly difficult to change over time, and so small choices early on can have significant long-term impacts.' Critical junctures are those moments of major change when new institutions are

established. Collier and Collier define critical junctures as ‘a period of significant change, which typically occurs in distinct ways in different countries (or in other units of analysis) and which is hypothesized to produce distinct legacies’.

Based on two reasons, this study chooses Tainan city-county consolidation as our study case. First, if we see a city-county consolidation as a critical juncture, the case of Tainan city-county consolidation provides a good opportunity to investigate how the critical juncture contributes to institutional change. Tainan City and Tainan County were not only consolidated in 2010, but also was upgraded its administrative level to a special municipality. This made the consolidated government have more authority and responsibility in spatial planning. In order to respond to the new planning authority and responsibility, the consolidated government has to conduct administrative reorganization, to formulate new rules, and to alter existing rules. This offers a chance to have new institutional designs. Second, Tainan city-county consolidation has been implemented for around five years. According to previous studies of city-county consolidation, it is common to take about five years to work out of the system (Reese, 2004), so it may be good timing to conduct the investigation.

In short, this study will investigate the transformation process of planning institutional arrangements and practices in Tainan City after its city-county consolidation. It will assess the change of local planning institutions and its influences on spatial planning practices from a historical institutionalist perspective. The research results will deepen the understanding of how the institutional variables influence planning practices. To reach the goal, two major research questions are raised to lead the study process. First, after the consolidation, whether and to what extent have the planning institutions changed? Second, what are the major factors that lead to institutional change or path dependence in the local planning system of new Tainan City? This paper will demonstrate the preliminary finding of this study which mainly focuses on whether and to what extent the working standards and enforcement rules regarding spatial planning institutions in Tainan are changed after the consolidation and its potential influences on planning practices.

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Bridging sustainability and liveability notions through building codes and regulations: an examination of streetscapes shaped by urban renewal, housing and infrastructure policies in Peru

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The discussion about the Sustainable Development Goals (SDGs), the recently approved United Nations global development agenda post-2015, generated an intense debate on the urban SDG (or Goal 11) during the preliminary rounds. Unexpectedly, this debate convened the academic and the policy circles alike, somehow revealing certain alignment in the concerns of both arenas. Although some interpret this alignment as a step forward in closing the pervasive gap between academic research and (global/national/local) urban policy-making, it is apparent that the fulfilment of the main aim of Goal 11's: "make cities and human settlements inclusive, safe, resilient and sustainable" would entail some conceptual and operational trade-offs that need to be addressed during the implementation stage. It can be argued that these trade-offs revolve around the synergies and contradictions of two notions: sustainability and liveability. Defined as the "sustainability vs. liveability" debate by the literature, scalar, temporal, disciplinary and measurement issues have been pointed out as main features to consider when operationalising these notions through policy and planning frameworks. To an extent, the contradictory nature of these issues has not been fully addressed, as revealed by the approaches currently dominating some policy and planning frameworks. In fact, it can be observed that many cities that nowadays are deemed as successful and with high quality of life have shifted their policy and planning agendas from sustainability to liveability approaches in the last decade (e.g. Vancouver, Toronto, Seattle, etc.).

Considering the relevance of these issues for cities in developing countries, it is against this backdrop that this paper finds its motivation. The main objective is to analyse the extent to which sustainability and liveability notions can be bridged conceptually and operationally by examining the ideas embedded in legal mechanisms such as building codes and regulations of housing, infrastructure and urban renewal policies, paying special attention to the way these mechanisms shape public space, in general, and streetscapes, in particular. The paper is centred in the analysis of the Peruvian case. The rationale for the selection of the features, case study country and policy sectors is two-fold. Firstly, it can be posed that one aspect where the synergies and contradictions between sustainability and liveability notions are more apparent is in the provision of public space and streetscapes. Both features closely contribute to the good quality of the physical structure and functionality of cities as well as to the appealing of the urban environment. More specifically and as explained by the UN Habitat Programme, public spaces, and, streets, are the backbone of the city since the way these are shaped is central to the process of urban development and quality of the built environment. Even more relevant for cities in developing countries, in shaping public spaces and streets, it is crucial to “get it right” before this infrastructure locks the large-scale urban form and the fine grain scale physical pattern for the next decades.

Secondly, it is noticeable that this view of the importance of public space and streets in shaping a good quality living environment remains overlooked in many developing countries. Peru is a case in point. As many other countries in the South, Peru underwent a structural adjustment process that led to the adoption of the market economy at the beginning of the 1990s. The urban policy and planning frameworks, then, were deeply modified in order to: (1) bolster private investment in the provision of housing, facilities and services; (2) increase local competitiveness and; (3) cover the public funding gap in urban infrastructure. In particular, three policy sectors, i.e. housing, infrastructure and urban renewal, were greatly adjusted under neo-liberal interpretations of urban development, as demonstrated by the deregulatory perspective and the economic-led approach of the new urban legislation and other regulations and building codes. Although these legal mechanisms are very advantageous for the private building sector, it can be affirmed that their application

has led to the virtual disappearance of public space and even more, to the deterioration of streetscapes at, especially, the neighbourhood scale.

The study applies a mix method approach. Qualitative methods such as documentary analysis were used to depict the extent to which sustainability and liveability notions are embedded in housing, infrastructure and urban renewal policies, as well as to uncover the orientation of corresponding building codes and regulations. Quantitative methods such as spatial analysis of blocks and streets layouts and photograph de-layering of streetscapes were used to identify the ways these policy approaches, codes and regulations were materialised at the neighbourhood scale. The paper concludes by presenting a framework for assessing the extent to which building codes and regulations of housing, infrastructure and urban renewal policies realise the aims of sustainability and liveability and offers some alternatives to re-direct the orientation of these legal mechanisms so as to improve the quality of streetscapes at the neighbourhood scale in cities that need to deal with the demand to bolster private urban development and to maintain local economic growth.

Mapping access to water resources in Brazil and Nigeria: local dynamics and structures of power

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Efforts to sustain the livelihoods of households living in poverty in rural and urban areas have gained popularity in recent decades, from integrated approaches to resource management to devolving control over resources to local actors and supporting the asset strategies of households. However, some approaches to managing water resources, such as IWRM and WDM, have met resistance due to their prioritization of water efficiency over justice (Syme and Nancarrow 2006). Moreover, studies have found that the various projects and reforms are often plagued by elite capture, corruption, mismanagement on one hand (Dasgupta and Beard 2007), unclear or impossible objectives (Biswas 2004), and the rational actions of actors fighting inevitable losses arising from the new winners and losers that emerge from institutional change (Knight 1992).

In seeking to explain the factors shaping access to natural resources, scholars have argued for a better understanding of dynamic processes of social relations and the variations in local structures that shape those relations (Ribot and Peluso 2003, Boone 2013). This paper seeks to explore this question with respect to water resources. What structures and relationships regulate access to water among households living in poverty? What conflicts arise from competing claims on water resources?

To address these questions, this paper uses two case studies of natural resource conflicts linked to water resources in Brazil and Nigeria to illustrate the

dynamics and structures shaping access to water. Data for each case comes from interviews and observations from field research, public datasets, program documents, and review of secondary literature.

The Brazil case focuses on the project for the São Francisco river transposition, which is located in Northeast region, to show its rationale and whom are the potential beneficiaries. Also the paper will highlight its expected effects in regional economy and especially in Paraíba state. The Nigeria case focuses on a new approach to community-based governance, the Global Memorandum of Understanding (GMoU) introduced in Niger Delta communities where public health and livelihoods have been compromised from ongoing contamination of water resources due to poorly managed oil exploration and resulting oil spills. The case will examine the rationale for the GMoU approach, its effects on households coping with the lack of access to water and its effect on the regional economy.

This will be done by bringing two frameworks together – The first, developed by Boone (2013) in defining land regimes in Africa, seeks to define, for each case, the local institutional structures and the rules they establish for access to water resources -- property rights, authority, citizenship, and territory. Then, we use the categories defined by Ribot and Peluso (2003) to map how these structures shape the ways that impoverished households access and derive benefits from water.

The two countries are chosen both for the large role of natural resources in each economy, the federal structure of government, and the high level of social and spatial inequality. In Brazil, the Northeast region is historically known for its lack of access to land and severe environmental conditions. Despite economic growth occurred in the 2010's and the improvement derived by social policies, the region has remained with high levels of poverty, especially among the population of the semi-arid area who have been suffering the effects of the dry season. The transposition project is surrounded of controversies related to its environmental impacts and effectiveness, although the main reason to investigate it is whether it minimizes (or reinforces) social inequalities through its impacts on the land price and production structure (Brasil 2015, Castro 2011). In Nigeria, oil revenues account for the majority of Nigeria's GDP, yet the nine states that make up the Niger Delta region are among the least developed and

improved regions of Nigeria. Conflict between local ethnic minority groups, foreign oil companies and the federal government accelerated in the 1990s while pollution, ecological destruction, and corruption destroyed the land and water (Ikelegbe 2005, Jike 2004, Watts 2004). Numerous initiatives since the return of electoral democracy in 1999 have done little to improve the situation, with the GMoU emerging as the latest strategy, with controversy over its implementation and whether it will have a positive impact on local development, including access to water and sustainable livelihood activities.

In addition, most studies on water resources and sustainable livelihoods focus on one country or one region. We aim to provide additional insights examining similar questions in different historical, social and cultural contexts.

Research has long documented how more socially vulnerable members of society face the most risk of exposure to environmental hazards and are suffer the most from poor environmental amenities and services (Martine and Guzman 2002). In fact, where inequality is greatest and democracy is absent, environmental quality, including access to clean, unpolluted water is low (Torras and Boyce 1998, Agyeman, Bullard and Evans 2002, Langford and Winkler 2013). Results of this paper show how access or the ability to use water for basic needs and livelihood activities is shaped by social relations and the peculiarities of institutional structures in each context. This paper contributes to the literature on sustainable livelihoods and access with empirical examples that “map” the social relations and structures of access.

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Territory, engineering and nature: explorations from Maricá, Rio de Janeiro – Brazil

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In March 2006, Brazilian national government had announced the installation of a huge industrial complex based on oil and gas exploitation, guided by PETROBRAS, in the city of Itaboraí – named COMPERJ. The Pandora’s box was opened. The current work focused on these massive ongoing transformations within the eastern Baía de Guanabara region, which represents a drastic rupture with its historical, territorial and institutional precedents. The local and regional scale reveals a complex and diverse urban fabric, due to simultaneous land concentration/dissolution, urban’s fabric fragmentation and soil’s privatization. Within this erratic framework, the role played by the infrastructure into the urban planning arises pursuing new demands regarding the environmental, spatial, and institutional dimensions. Additionally, the land occupation pattern has also been investigated into the current research. In fact, the physical-territorial fragilities have signaled the deep need of a dialogue between urbanism and environmental engineering. A bachelor thesis and a scientific research¹ have conducted an exploration that, as an outcome, has promoted new discussion and debate moments where strong apprehensions have emerged within Maricá’s foggy scenario. For instance, the huge demographic growth on a ten year time lapse², land speculation, non-infrastuctured spaces³, informal settlements and gated communities, low sanitation levels, transportation based essentially on cars etc. All of which indicate the persistence of the “progress at-all-costs” rationale, destroying

preexisting lifestyles and nature. From this perspective, and based on theoretical reflections on the production of space on the fringes of Rio de Janeiro's metropolitan area, some aspects must be considered given these new senses of territorial reorganization that is currently occurring in Rio and its overall influence area – e.g. public-private partnerships, the political project legitimation by means of “sustainable development” speech. Therefore, it is an attempt to expand the limits of traditional engineering – for both conception and practice. It also proposes the assimilation of technics' ideological and symbolical features, from the light of critical theory, by questioning engineers' and decision-makers' authority regarding the so-called development and well-being. Thoroughly analyzing the technical objects dynamics and its relationship with the surrounding community, which nowadays is more or less restricted to what Milton Santos (2013) called spatial alienation. Instead of supporting a study proclaimed only on allegedly truths – i.e. distant from the omniscient planner or engineer – the work aims to give a singular analysis of this turbulent time for maricaenses⁴ in general, in order to encourage the collective construction of truth. In other words, praising the communicative rationale as pointed out by Gert De Roo (2007), which is a key element towards social empowerment and self-management inside its territory. The current engagement of social movements like APALMA⁵, among others, is extremely important for this change. Currently, it is possible to visualize Maricá as an ambiguity: sacrifice zone versus the idyllic zone. On one hand, the urbanization driven by COMPERJ (in a regional level) requiring the installation of support infrastructures for its functioning, e.g., the Ponta Negra harbor and the gas pipeline, and two marine outfalls (COMPERJ's effluent and the other to the city center wastewater) – works of substantial impacts. On the other hand, Maricá's imaginary as a peaceful place, environmentally rich, with multiple ecosystems (such as lagoon complex, oceanic beaches, marshes, and so on). Undoubtedly, this tension between the so-called development and the nature is precisely the core issue observed in these last ten years. One way or another, abandoning or not the COMPERJ's plan⁶, the territory will unavoidably carry these scars and marks triggered by the expansion of the speculative frontier, and the investments vertically imposed – especially the east side of the Baía de Guanabara. Transform in a ghost city with several empty houses and

buildings, like Ordos in China; or if becomes a successful city with its project of an “exclusive city”, dominated by the gated communities and private spaces. Indeed, this duality (between the ghost city/exclusive city or sprawl/compact city) reiterates the economist way of intervening on the territory, where the money is the main actor on reorganizing the space. Fearfully, these paradoxical scenarios are possible to occur, given the present untamed development⁷. Topics like natural capital, information, structures and urban system’s function, products and services, and knowledge should be aligned with a future perspective, i.e., concerned with the sustainability of Maricá’s territory itself. For example, Maricá’s resources depletion, most noticeable the land consumption by the real state agencies and the environmental degradation of water bodies, indicates the inept planning approach taking place now. That, directly or indirectly, nurtures the material basis degradation, independently of the possible definitions of “sustainability”. Aware of this panorama, which ways are possible to the city of Maricá, due to the continuous practice of do, undo, and redo of its territory? Finally, a dilemma is revealed in face of current subjects, especially climate change and environmental justice, suggesting the necessity of a multilevel approach to cope with them. Can the city, in its urban scale, have the proper conditions to face these problems without the support of other spheres of public administration? Considering the environmental, spatial and political, presupposes the acknowledgment of planning as a tool to deal with the major themes.

NOTES

1 – In Brazil, the research program organized by the CNPq (the National Counsel of Technological and Scientific Development or “Conselho Nacional de Desenvolvimento Científico e Tecnológico”) called “Iniciação Científica”, which is dedicated to promote the research practice for the bachelor students.

2 – During the period of 1991-2000 the city of Maricá had displayed an increase of 94% for its urban population while its rural population had a minor decrease of less than 4%. However for the period of 2000-2010 (pre and post COMPERJ announcement era) the rural population had drastically decreased by 85%, remaining less than two thousands individuals, and the urban population has doubled again thus reaching the amount of 125,491 inhabitants (PNUD, 2014).

3 – Despite the fact that Maricá has received around R\$ 100 million just by the national government (Ministério do Planejamento, 2015), within the context of the program for acceleration of growth (PAC). This budget is mainly oriented to essential public services, such as health, social housing, education and sanitation. Evidences of a totally unplanned urban growth.

4 – Portuguese word for the citizens born in Maricá, demonym.

5 – Associação de Preservação Ambiental das Lagunas de Maricá (Association for the environmental preservation of Maricá lagoons’).

6 – Considering PETROBRAS’ internal crisis, and the delaying of COMPERJ’s plan.

<http://oglobo.globo.com/brasil/comperj-dara-prejuizo-de-45-bilhoes-petrobras-15799133>

7 – The same pattern can be observed in Itaboraí.

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Towards critical studies of climate adaptation planning: uncovering the equity impacts of urban land use planning

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Municipal jurisdiction over land use planning and development is an opportunity for implementing climate adaptation actions at the local level. Cities in the global North and South deploy diverse strategies to integrate climate considerations into land use plans, sectoral infrastructure and water strategies with clear land use implications, and different land development and management tools. To boost political salience and feasibility, these efforts often emphasize co-benefits with other developmental objectives. However, the emphasis on “win-win” adaptation solutions may obscure the uneven costs and benefits borne by different groups, provoking the question of: adaptation for whom, by whom, and how? While momentum and funding grows for cities to adapt, researchers need to investigate whether some adaptation efforts are effectively prioritizing the needs of marginalized and vulnerable populations or whether they merely re-package business-as-usual land use planning approaches that have so often left such groups behind. Efforts to reduce climate vulnerability through land use planning tools are indeed embedded in the very institutions and development processes that are currently reproducing uneven risk exposure and socio-economic vulnerability.

However, while recent research has focused on how to mobilize local government adaptation action, few studies have empirically assessed the impact of emerging adaptation plans and interventions on the vulnerability of the urban poor. Scholarship is especially needed in the context of land use-related adaptation interventions since land use planning is one of the fundamental tools under local government control – one that can allow them to shape efforts to not only protect, accommodate, or retreat in the face of climate impacts, but also lead a transformative adaptation path. This research agenda is particularly important in the context of many adaptation projects being presented or repackaged by municipal governments in such a way that they seem to address risks, vulnerabilities, or impacts, and to be “win-win” solutions for all, even though they are in reality perpetuating long-lasting patterns of inequitable development. Moreover, the increasingly used language of resilience tends to obscure the fact that municipalities committed to becoming less vulnerable or more resilient are still perpetuating deeply engrained injustices. Since climate change adaptation is still a new policy arena for municipalities, it is timely to examine the extent to which cities that take climate projections or risk assessments seriously are reproducing -- or will likely reproduce -- inequities as they, among others, build flood protection infrastructure or relocate residents away from landslide-prone areas.

This paper studies how a sample of current climate adaptation planning approaches exacerbate or create new urban socio-spatial inequalities. Our study addresses the lack of critical scholarship at the nexus of land use planning and climate adaptation by examining the experiences of eight cities around the world: Boston (USA), New Orleans (USA), Medellín (Colombia), Santiago (Chile), Metro Manila (Philippines), Jakarta (Indonesia), Surat (India), and Dhaka (Bangladesh). These cities have adopted diverse planning strategies, including developing explicit adaptation plans, linking adaptation to disaster risk reduction efforts or to resilience goals, and meeting long-standing infrastructure and developmental backlogs. We selected cities in both the global North and South to identify the different ways land use planning for adaptation can affect urban equity and justice regardless of developmental, political, and ecological contexts.

Our analysis shows that land use plans in the name of climate adaptation or resilience can produce maladaptive outcomes for historically marginalized residents through two types of injustices: acts of commission and acts of omission. We find acts of commission when infrastructure investments, land use regulations, or new protected areas disproportionately affect or displace disadvantaged groups. Conversely, acts of omission refer to plans that protect economically valuable areas over low-income or minority neighborhoods, frame adaptation as a private responsibility rather than a public good, or fail to involve affected communities in the process. These patterns echo experiences of past urban development and infrastructure projects, and represent a “double” injustice (Leichenko and O’Brien 2008) because disadvantaged groups that contributed the least to global carbon emissions are bearing the brunt of the social costs of adaptation and, at the same time, are being excluded from the benefits of climate adaptation.

Our analytical framework highlights how inequitable planning outcomes stem from the inter-related and co-dependent mechanisms of favoring certain privileged groups while simultaneously denying resources and voice to marginalized communities. We in turn contend that just adaptation cannot be framed solely around the goal of reducing the social vulnerability of informal, low-income, or marginalized groups. Rather, just adaptation planning needs to more broadly assess the distribution of adaptation benefits, costs, and responsibilities across social groups, and apply interventions that - at a minimum - treat groups similarly regardless of socio-economic status, or - even better - prioritize benefits for disadvantaged groups. Our findings also point to the need for further research on the distributive impacts of adaptation interventions, on why cities with vastly different characteristics are producing adaptation strategies with similar implications for social equity, and on cases where planners and designers have been able to overcome existing structural limitations to advance equitable adaptation.

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Growth, permanence and possibilities: analysing cities in Amazon region

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Think about urban planning in the periphery (from the periphery) of the capital, it is no simple task. In addition to the high informality rates, the low priority given to the urban design by the plans and the appropriation of urbanization models created to other contexts, the periphery seems doomed to repeat the mistakes of the big urban centers, with no room for innovation or to map a different trajectory. Turns out, this turn of the century, we live in a unique time in the history of cities, there was never so much accumulated knowledge about cities and its access was never so easy. From North to South of the planet is possible to share experiences and clearly realize that there is not just one way to "progress".

This article focuses on cities in the Amazon region - the last part of Brazil encompassed by the urban-industrial rationality shaped by northern countries - and where many cities are still in the process of restructuring and consolidation, and may create another history than a preset future of social and environmental degradation. The Amazon region occupies a large part of Brazil, but there are few studies focusing on its urbanization process and its peculiarities. Despite the driving force that urban centers could have on environmental preservation, cities and their inhabitants are not part of the claims and environmental debates centered in the biome and its role in other regions.

Thinking city and nature in coordination is essential in this context. Until recently, prevailed in the region the river communities' way of living, which for centuries knew how to reconcile city and nature. It was only in the 1960s (when the rest of the world woke up to the importance of nature and cultural and environmental diversity) that the National Development Plan (PND, in Portuguese) incorporated the Amazon as a part

of the country. During this period, when a military government controlled Brazil, there was the growth of the “*desenvolvimentismo*”, an economic and political approach on the public policies that was committed to the industrial production development and infrastructure provision, which didn’t take the importance of people and nature as essential. The transposition of the capitalist paradigm to an environment where prevailed traditional practices promoted an incomplete urbanization that encouraged the progressive transfer of the population to urban centers, without qualifying these spaces, leading to a context where informality and precariousness are rules within the urban structuring processes in the region.

The progress manipulated and biased speech served as a support to the strengthening of private property and the neglect of environmental issues. From these processes emerges in the small and medium cities of the Amazon metropolitan areas practices features, such as urban fabrics fragmentation and privatization, which obliterate the cities’ environmental scale and create segregated spaces, disregard the importance of the city public dimension. Currently, despite the recognition of the consequences generated by this pattern of development, persists in the region practices of natural landscape suppression and reproduction of progress based on the adoption of exogenous practices, which ends up characterizing the Amazon as an environmentally vulnerable region. The characterization of the area as space of capital accumulation favors degradation processes and current studies have already demonstrated the driving trends to a preset social exclusion, environmental degradation and lack of natural resources future.

Despite the importance of the Amazon region to the maintenance of life on the globe, studies on the intertwining of urban and ecological dimension of small Amazonian cities still seem to have not had its place in the agenda of urban studies. The misunderstanding of the social and environmental dynamics that underlie these territories denies the diversity and possibility of traditional knowledge maintenance in order to preserve the forest and build socially fairer spaces. However, these cities are still in the process of expansion and therefore analyze their specific contexts can bring out new ways to better articulate the binomial city-nature.

This article aims to show how these different processes spatialize in urban Amazon cities in different moments by comparing two cities of Southeast Para as a comparative analysis illustrating the problem presented in two different points of history: Marabá, an average town with just over one hundred years, directly inserted within national integration policies of developmental government; and Canaã dos Carajás, a small town with only 21 years is shaping as heir to preterit practices of urban development. For that were made spatial and temporal analysis, cartographic and documentary, which revealed the formal production of space dominates the reproduction of models notably unviable and inappropriate for the Amazon reality causing serious social and environmental consequences, despite the potential to trace other paths remain the same strategies lagged the last century. Identifying patterns and trajectories article aims to contribute to the ongoing discussion about the expansion of small and medium-sized cities in similar environments.

Living lab “Climate Neutral Campus Stuttgart” – transdisciplinary research for a carbon neutral inner city campus

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Climate change mitigation strategies for energy efficient cities pose a significant challenge to urban planning as a comprehensive discipline (Barker 2007; Eicker 2012, Umweltbundesamt 2012). To implement mitigation strategies, the state institutions, inclusive of Higher Education Institutions, have a special responsibility to act as a blueprint for communities. Universities in particular should not only carry out research on climate change, but also implement their research on their own university campus in the areas of energy efficient buildings, renewable energy, climate change as a topic in teaching and interdisciplinary projects, and the integration of sustainable operations and management. Such a ‘Living Lab’ can be a model for a comprehensive transformation process toward a carbon neutral city. (Schneidewind 2014)

In 2014, the state of Baden-Wuerttemberg in Germany announced its plan for so-called “Reallabore” (Living Labs) for universities to implement their research on climate change under the real conditions of municipalities (Ministerium für Wissenschaft, Forschung und Kunst 2015). The University of Applied Sciences started the Living Lab Campus Project in 2015 to create and implement a carbon neutral university. Founded in 1832 in Stuttgart’s inner city, the university campus is located only a few minutes’ walk to the main station, city centre, hospitals and libraries. The

project's approach is not only interdisciplinary but transdisciplinary in that it combines all disciplines related to climate change action, together with the members of the university and the residents and stakeholders of the neighbourhood. The following disciplines are working on a comprehensive climate protection plan for the university: Urban Planning, Architecture, Psychology, Building Physics, Geo-Informatics, Finance, Sustainability, Organizational Management.

They are comprehensively working together to achieve the following research objectives:

- To create an energy masterplan for the campus, integrating energy, design, social and economic aspects (Oberste Baubehörde Bayern 2011)
- To integrate the university as a neighbour in the inner city, using synergies of renewable energy use, improving urban design, enabling walkable and dense neighbourhoods through use of common infrastructure in a compact city (following the model of Leipzig Charta) (EU 2007)
- To modernize campus energy systems from various construction periods
- To install or integrate renewable energy
- To implement and optimize innovative and renewable supply systems such as solar cooling and geothermal
- To monitor and improve energy management incorporating user interaction
- To develop innovative financial and participation models to finance energy refurbishment
- To transfer results into the teaching and curricula planning
- To allow for the participation of all stakeholders within the university and the surrounding neighbourhood

Climate protection planning and implementation efforts not only refer to energy efficiency, but also adequate ways of living and working in a compact and mixed-use city; thus the campus living lab project serves a potential model for combining efficiency and sufficiency in its approach. The campus has been opened to the neighbourhood and the students and employers shall be the embodiment of a sustainable working model. As the campus consists of buildings from various construction periods such as historicism (1890), modernism (1950 – 1960s) and postmodernism (1980s), the

development of examples for different energy refurbishment models, combined with design protections and functionalities, are possible. In teaching, a new type of transdisciplinary project has also been established, where professors and students of different study programs work in mixed groups, supporting the research projects from the diverse disciplinary perspectives.

The first implementation steps of the Living Lab will be presented as intermediary results. Following the concept of Kevin Lynch's "The image of the city", an interdisciplinary studio was started to analyse the network of circulation pathways and the perception of the built environment of students from different study programs. The students created "mind maps" and prioritized certain connections. The architecture students experienced the district much more in terms of landmarks and design elements than students from informatics, which had a more metric recognition of the environment. Thus, in the next step, approaches will be developed on how to deal with these distinctive perceptions, encourage various demographics (e.g. students, employees) to use public transport and value building design, and increase compactness of the surrounding urban form.

After a design study for all campus buildings, different refurbishment scenarios based on multi-disciplinary criteria, including insulation and installation of renewable energy, are established. For some buildings, historical façades must be maintained and interior insulation must therefore be installed. Other buildings may require external insulation, which could serve as an occasion to improve the design of the façade.

The modernisation concepts for the buildings are connected with new communication strategies. New "apps" are developed that allow students and employers to understand the current energy demand of the buildings and receive recommendations for energy demand reduction. Another app allows users (e.g. students, employees) to report technical or building performance problems directly to facility management.

Through this Living Lab project, the University is an active member of the International Sustainable Campus Network, which provides further exchange of information, ideas, and best practices for achieving sustainable campus operations and integrating sustainability in research and teaching. This paper will not only present

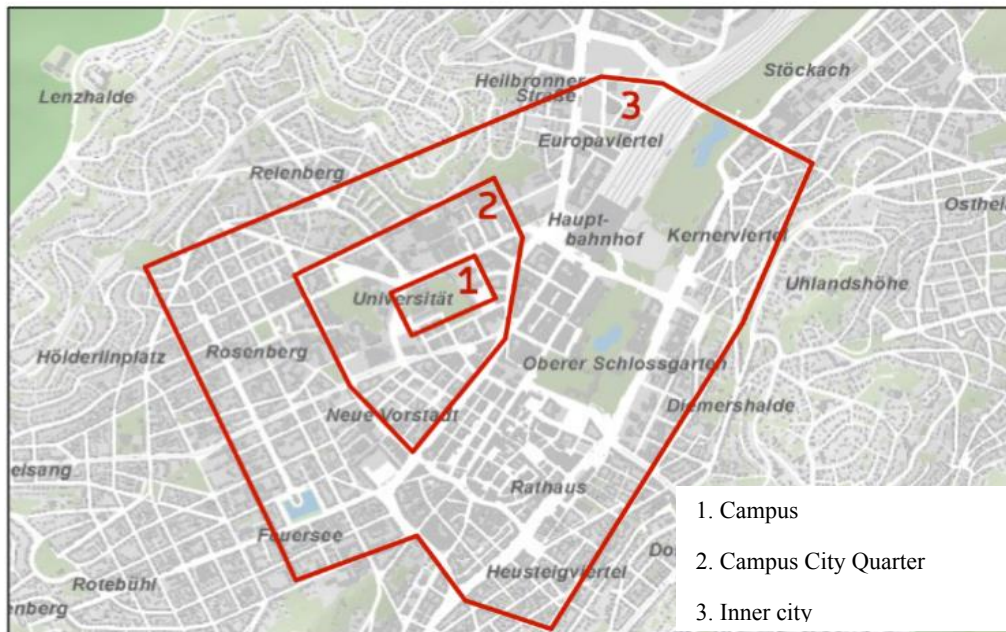
the intermediary results of the Living Lab in Stuttgart, but also give some recommendations for climate neutral campus development on campuses under similar conditions elsewhere in the world.

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Picture: Aerial view of the inner city campus Stuttgart with different building types



Picture: Location of the campus in city centre of Stuttgart

The planner's role in a planning process for a cautious adaptation of housing in developing countries – examined through reconstruction projects in Indonesia after 2004

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From all that the scientific community knows today, one important subject in transformative planning is the adaptation of housing to natural hazards and the expected consequences triggered by climate change. These planning practices regard complex issues of climate change, natural resource management, sustainability and environmental justice. Natural hazards, including climatological, meteorological, hydrological and geophysical hazards can have a devastating impact on human life and the built environment. Whether loss or damage arises and a natural hazard turns into a disaster is determined by the vulnerability of a region depending on the socio-economic framework conditions as well as the coping and adaptive capacity of an affected society. People in developing countries are particularly vulnerable to the impacts of natural hazards for multiple reasons, such as a shortage of money & other resources, a lack of planning rules & regulations and not accounting for natural & climate change impacts in the design or planning process. Additionally, developing countries often lack information and knowledge on what can be done to adapt housing. This situation is likely to become more acute since some of these hazards are expected to be amplified due to the anticipated effects of climate change. According to Jha et al., housing is defined as the immediate physical environment, both within and outside of buildings, in which families and households live, and which serve as shelter. This built environment is the setting for the most fundamental of human relationships. It presents a social and cultural space in opposition to the natural environment and poses a fundamental element in global poverty reduction. Another special focus within this topic touches on the interlinkage between rural housing conditions and urbanization

indicating the adaptation of rural housing as a possible instrument to reduce urbanization, especially in developing countries.

Up until now, ninety percent of international aid money is spent only after disaster has struck, namely for emergency aid and reconstruction. Between 1991 and 2010, from the total official international assistance of \$3.03 trillion, only \$106.7 billion were funding for natural disasters and within this only 12.7% went to disaster risk reduction. The remaining money was spent on reconstruction & rehabilitation (21.8%) and emergency response (65.5%). One problem with reconstruction is that the new replacement houses are often even less adapted to the local conditions than the originals were. In some cases it even goes so far as slightly damaged but repairable traditional houses get demolished to make room for large-scale reconstruction. After a disaster there is often not enough time for precise planning which results in uncoordinated “help”, maladapted & unsuitable housing followed by long-term problems, such as difficulties in maintenance and repair work. Even though there have been countless research studies on these cases, it seems that we (the planning society and organisations involved in reconstruction projects) keep making the same mistakes. Therefore shifting the focus from reconstruction to adaptation on a sustained basis, without neglecting emergency aid, by cultivating a transformative spatial planning culture that cautiously adapts housing to current and expected natural impacts, can save lives as well as money, time and other resources. This in turn would require a redistribution of international aid money as well as a modified planning approach or planning process. Here the local stakeholders should be key actors in this planning process, particularly to integrate local knowledge.. A question that needs to be discussed in this context is the role of the planner. In any case the planner is the outsider within the group of actors, especially if they originate from a different planning culture, which is almost always the case. Nevertheless, in the role of the planner lies the ability to act as a technical advisor and catalyst in a planning process for cautious adaptation of rural housing, even in an unknown context. This situation is a large part of what makes up a planner’s occupational routine and therefore should also play a core role in the education.

Another important issue in this field is the question of knowledge sharing as mentioned above, not only to avoid mistakes but also, amongst other things, to develop a less time- and resource-consuming operation. Although every planning context and project is different and unique, there are still elements that are similar. “In some situations there are similarities between measures that can be used in different regions or countries. In this case it is an important opportunity to share experiences and knowledge, so common standards and guidelines can be developed” (Davida 2005 after Halsnaes and Laursen 2009,91). This not only applies to measures but can also be transferred to characteristics of the planning process. Even though the constellation of actors as well as the planning context varies, there are steps and elements that should be considered in each planning task.

In regard to cautious adaptation of housing, a lot can be learned from reconstruction projects that have been completed in the past in various places around the world. In a number of cases the local population has not been sufficiently spurred into action. Throughout the years and with growing experience it has become clear that the local stakeholders have an important role in the planning process. But what exactly is the role of the planner? What is the benefit of having planners playing an active role in the planning process for housing adaptation in developing countries? A big part of the answer to these questions lies in the utmost importance of knowledge transfer within this area of research and practice.

In the Asian-Pacific context there are a huge number of potential case studies regarding this topic. For example in Indonesia there are numerous reconstruction projects which were completed following the Tsunami in 2004. In recent years there have been a series of research projects dealing with the relations between architecture and society in the context of reconstruction programmes after natural disasters. Some of these research projects focus particularly on changes and interdependencies between the built environment (housing – individual houses and settlements) and local socio-cultural factors. This paper will analyse a number of these research projects that have been completed inter alia in Banda Aceh and Nias Island in order to identify and extract characteristics that have led to successful results based on social acceptance. These characteristics are then used as the core for the draft of a planning process for

a precautionous adaptation of housing in order to withstand an inevitable changing climate.

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Spatial planning and water management at a local scale. The area of Sierra de Los Padres (General Pueyrredon Municipality, Province Buenos Aires, Argentina) as a case study

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Spatial Planning (SP), besides being a scientific discipline and an administrative technique, is a public policy that should be transversal to sectoral policies. Thus, SP could be treated as a public function that responds to the need to organize and manage the occupation of space so that problems and imbalances caused by the spontaneous growth of human activities could be anticipated, in the search for greater socio-spatial justice and quality of life beyond mere economic growth. SP takes a holistic and systemic approach that is conceived from the consideration of all components of the territory: biophysical, economic, socio-cultural and political-administrative. In addition, the occupation of land and the rational use of natural resources are processes inherent to the sustainable development paradigm, which places its focus on the relationship between society and nature. In this sense, it is not possible to think of a successful SP process regardless of the guidelines proposed by the Integrated Water Resources Management (IWRM), since water is a key component in territorial planning. Therefore, it is important to mention The Dublin Statement on Water and Sustainable Development (1992) from which the concept of IWRM arises. This is defined as a process that promotes the regulated management of the different uses of water and related resources, in order to maximize the social and economic welfare in an efficient, equitable and sustainable manner.

The aim of this study is to analyse and evaluate the processes of spatial planning and its relationship to water management at a local level, taking as a case study the area of Sierra de los Padres, in the Municipality of General Pueyrredon (Province Buenos Aires, Argentina).

The study area is located 16 km from Mar del Plata, head of General Pueyrredon in the southeast of the province of Buenos Aires and main tourist destination on the Atlantic coast of Argentina. The settlements that make up the area are Sierra de los Padres, La Gloria de la Peregrina, Santa Paula, Colinas Verdes and El Coyunco with 6.836 permanent inhabitants according to the 2010 National Population, Households and Dwellings Census. The area is located in a suburban zone of hills and lakes with the natural setting of the Tandilia Range, with potentialities such as: a high landscape value and biodiversity (encloses the Laguna de Los Padres Nature Reserve); the availability and quality of water and soil resources; the development of residential, tourist, recreational and agricultural activities (intensive horticultural and fruit crop, especially kiwi). In recent decades, remarkable socio-territorial dynamics are shown, where several transformations are observed: a) land use changes (from rural to residential); b) high demand for natural resources such as water and soil; c) population changes (demographic growth). This means a growing demand for water resources, where groundwater is the only source of supply for domestic and agricultural use. In that sense, it is important to incorporate all issues related to the quality and availability of water to SP and thus contribute to the planning of the area.

The methodology included descriptive and evaluative stages based on a qualitative research from primary and secondary sources of information. In the first place, the literature review (international and local) regarding SP, IWRM and the linkages between both processes was performed. Secondly, an analysis of current legal issues in relation to SP and water resources in the study area was made which included: the Spatial Planning Code of General Pueyrredon Municipality, local ordinances related and the Water Code of Buenos Aires Province. Then, an analysis of planning instruments that include the study area was performed and in-depth interviews aimed at qualified informants were conducted in order to identify stakeholders capable of carrying out SP and IWRM processes. The respondents were:

the municipal delegate of Sierra de Los Padres and La Peregrina; the presidents of the associations of residents of Santa Paula, Sierra de Los Padres and the La Gloria de la Peregrina; the president of the water cooperative of Sierra de Los Padres; the president of the fruit and vegetable growers association; the director of the local newspaper; a manager of the municipal water supply and sewage company (OSSE). From the interviews, it was possible to identify a greater number of stakeholders and a map showing the interrelationships between them was built: the Water Authority of the Province; the Provincial Sanitation and Hydraulic Works; the General Pueyrredon Municipality; OSSE; the Water Cooperative of Sierra de Los Padres; the neighbourhood associations in the area; the association of fruit and vegetable producers.

The results show that the spatial planning regulations are out of date and that the planning tools in the study area are inadequate, which reveals serious imbalances within the General Pueyrredon Municipality. Regarding water management, analysis of the data indicates that water-related stakeholders are not articulated in terms of a process of IWRM. Furthermore, it appears that the current SP, in general terms, is not taking into account the water resources so the need for a greater coordination between the two processes in the future arises. This work highlights the importance of applying the IWRM strategies and link them to SP processes in order to contribute to sustainable land management.

Cities in the global climate marketplace: transnational actors and urban climate adaptation planning in India

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Keywords: Climate change adaptation; planning; development; cities; governance; justice; India

In cities across the global South that are pursuing climate change adaptation actions, transnational and multilateral actors are critical catalysts for financing programs, generating public awareness, and legitimizing the agenda (Andonova, Betsill, and Bulkeley 2009; Anguelovski and Carmin 2011; Bulkeley et al. 2012). Transnational aid and philanthropic institutions such as the Rockefeller Foundation, the U.S. Agency for International Development (USAID), the U.K. Department for International Development (DFID), the United National Development Programme (UNDP), and others have strongly advocated for programs that integrate and support both climate change adaptation and urban socioeconomic and spatial development (Bicknell, Dodman, and Satterthwaite 2009; Halsnæs and Trærup 2009; Huq and Reid 2004), arguing that combining these two objectives will help ensure the long-term resilience of cities (Carmin, Dodman, and Chu 2013). However, scholars of urban adaptation and transnational urban governance have yet to understand whether such external interventions have long-lasting effects on the sustainability, institutionalization, and justice of urban climate adaptation programs (Bulkeley, Edwards, and Fuller 2014; Chu, Anguelovski, and Carmin 2015; Chu 2015). In this paper, I draw on experiences from three cities in India – Surat, Indore, and Bhubaneswar – to analyze the multilevel political, institutional, and financial dynamics

that link local adaptation governance processes with their supporting transnational actors and institutions.

This paper draws on a comparative case study method based on semi-structured interviews, participant observation, and document analysis techniques conducted in Surat, Indore, and Bhubaneswar between 2011 and 2015. In the study, I find that current capacity deficits in Indian cities indeed allow external actors to intervene in catalyzing adaptation, but this relationship becomes more dialectical farther into the planning and implementation stages. Urban climate governance thus relies on *street-level processes of translation*, which are systems of policy and planning pathways characterized by the coproduction of knowledge, co-creation of options, and inter-institutionalization of standards, practices, and behaviors. In this context, cities are not in fact unidirectional recipients of external aid and support; rather, cities are taking ownership over how external funds get implemented, which urban actors participate in the process, and why certain sectors and populations receive more support than others. A particular actor's ability to exert authority over how adaptation is financed, bureaucratized, and built across the urban landscape then yields different patterns of adaptation. This finding therefore reasserts the role of urban political actors operating within the global climate regime and the marketplace for climate finance.

However, as cities gain authority over how external climate adaptation mandates get translated into concrete planning programs and infrastructure interventions, this simultaneously creates more opportunities for local government authorities to exclude certain populations in decision-making. The pursuit of urban resilience can therefore become a moniker for further co-optation of political power and for entrenching existing urban socioeconomic injustices, with particularly grave consequences for marginalized and vulnerable urban poor communities (see Shi et al. 2015). As a result, in response to rising urban inequalities attributed to current and pipeline climate adaptation interventions, I present a framework for evaluating *climate justice from below*. This concept takes into account how climate adaptation is mainstreamed into urban development and its relationship to broader socioeconomic transformations at a global scale. I conclude that the ability to mitigate existing power imbalances rests on the restructuring of governance arrangements available to

marginalized communities to advocate for their own interests in the *street-level* resilience-making process.

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Urban and environmental potential in the Amazon frontier: proposal of urban requalification of the Canaã dos Carajás municipality

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The Major Projects created by the federal government in the second half of the twentieth century significantly affected the structuring of numerous Amazonian cities. In declaring the occupation and the integration of the Amazon with the rest of the country, it was led to the creation of new urban centers and the transformation of the existing ones. The great demand of required workforce has generated various population bumps, because the urban area grew at a much faster pace than the supply infrastructure in these cities. The implementation of new mining projects and power supply still provoke high rates of growth in the municipalities of Pará's southeastern.

From 2000 to 2010, the region had municipalities with population growth higher than 100%. Among them, we highlight here the city of Canaã dos Carajás, which grew almost 150% (with its urban population increased 1065.57% between 2000 and 2014) and is expected to continue growing over the next decade. However, the population grew, but the income remains concentrated: in urban areas, only 6.4% of the population receives more than three minimum wages. This is worse when verified in the rural population of the municipality where only 1.7% of the population are in this three minimum wages income range (IBGE, 2010; URBISAMAZONIA, 2014). Faced with this expectation, new housing developments have been deployed in the city indiscriminately, without the evaluation of planners and environmental technicians, these factors generate a context that gives rise to structural damage in terms of deployment, security, displacement and accessibility and whose consequences are already notable demographically and environmentally.

This work, therefore, aims to analyze the physical conditions and explore the ecological potential (of urban-environmental interests) of an Amazon frontier town, in order to raise the necessary knowledge to direct the actions of operation and integration. Canaã dos Carajás, because it is a municipality still young, its urban space is not saturated, despite the high rates of population growth. The performance of the developers in the urban expansion caused a spreading core intensely and without regulation, causing a very low density of 24.8 inhabitants/ha. That being said, the urban area of the municipality is more extensive than the needs of the population, but with the lack of skilled technicians and efficient urban regulations, the route became disjointed and with different parameters in each land plot. The connection between different lots do not respect a process of alignment, that way the city appears to be constituted by small urban fragments that do not interact with each other.

Despite this urban setting, the city offers most of its intra-urban watercourses with preserved margins, potential massive green on the outskirts of the urban area allow you to control its growth. The occupation of the hills within the perimeter is still recent, allowing actions to control future degradations and local regeneration, its network is disjointed, but it is large in much of the road extension, and low local density allows requalification. The urban area still has much potential to qualify the space and to promote the integration with the rest of the municipal territory of Canaã. Observing the municipality as a whole, a wide area belongs to the Unit of Conservation of Carajás National Forest. There is also the presence of large areas of ranchers farms, and the existence of green mass is common in the city, such as the small villages that depend on the supply of consumables from the urban core and shelter a large number of construction mining workers of the site. That being said, the available urban-environmental resources give competence to significant improvements. Currently, the entire county is under interest, research or ore extraction. While there is mining construction happening on site, there are investments and jobs in the city, and these resources should be invested in order to make the municipality independent of the private sector and to develop a well-designed urban planning.

Long-term, this situation can come to institute a backdrop of political and economic asymmetries and irreversible losses. Being the result of an arising case of

neglect of management, lack of monitoring and studies of the area, as well as the lack of public policies for the improvement and regulation of urban areas, as has occurred in different proportions in other border cities such as Parauapebas, Marabá, among others. The mining projects started within the municipality since 2000 (previously being in the Sierra de Carajás, in the municipal territory of Parauapebas), causing high rates of population growth and the out-of-control expansion of the urban fabric by the management. It becomes visible, therefore how the excessive and poor growth, the locators' action and the explicit spatial segregation and discontinuity of the urban fabric caused by population explosion from major projects are established due to lack of guidelines and indicators. Resulting, that way, in the city's inability to structure itself to suit the new demographic situation and uphold this impending expansion. Because it is an area of national interest, where the licenses of use and extraction of ore are carried out by spheres above the local levels, municipal management ends up being subjected to decisions of state and federal government that impact on its operation and municipal distribution, with its planning always limited by external decisions.

Canaã is still in a threshold position that despite the speed of these processes, their effects still can be learned and controlled, and the ownership ratio of urban space by the population can be gained. There is still the possibility to protect, save and provide better city use conditions, leaving to municipal, state and federal managers to reconcile all federal entities in order to generate an appropriate regional planning and resources intended for urban improvement. In addition, it is visible that the demands made in these cases are historically insufficient, and that local governments do not always provide investment profile compatible with the social demands or that are at least minimally reasonable to perform the necessary infrastructure.

Our proposal aims to show the possibility of integrating urban and environmental management of the municipality through actions that promote the quality of urban life through the conservation and interaction of the population with the existing natural surroundings. Using urban indicators that demonstrate the needs and regional shortcomings and that can guide strategies and guidelines as well as a best use of the space, having the population as the protagonist. Making it possible, urban and environmental potentials that envisage the recognition and appropriation of users with

their environment in the various qualities - not only economic - of an Amazonian frontier town.

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Energy transitions towards a low-carbon society. Highlighting the role of the human factor

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Two major challenges are impending upon the world's energy future: the achievement of a secure energy supply, and a move from dependency on non-renewable to a dependency on renewable energy sources. Both of them have become policy priorities for the European Union (EU) due to growing concerns about environmental challenges and the fact that the EU imports about half of its energy needs. In particular, the EU is dealing with climate policy and energy security jointly: both the Climate and Energy Package and the Energy Roadmap 2050 endorse the goals of reducing greenhouse gases emissions while at the same time ensuring security of energy supply. However, low-carbon transition and energy security are not always faces of the same coin. As a matter of fact, successful policies aiming at the former may undermine the conditions at the basis of the latter, and vice versa.

As a matter of fact, to pursue both challenges at the same time requires a fundamental shift of the present paradigms, often referred at as 'energy transitions': revisions that concern entire energy systems, not just some of their parts. These changes are structural, as they modify the way energy provision is organized at the level of society. They are radical, since they may demand abandoning existing technologies even if they still work, and even if the changes occur slowly and seemingly incrementally. And the changes are fundamental, because they require that we start thinking in novel ways about energy, its provision, and how a good and just society is organized around energy.

In this light, the MILESECURE-2050 FP7 project (www.milesecure2050.eu) aims at understanding and overcoming the political, economic and behavioral traits and trends that led Europe to its difficulties in reducing fossil fuel consumption, and in

diversifying its energy balance at rates which guarantee European energy security in the next years, reduce the threat of climate change, and diminish the risk of an energy gap in the coming decades. To do so, the project examines a broad set of good practices and, on the basis of the evidence emerging from the latter, builds a series of scenarios for the transition towards a low carbon, energy secure society. These scenarios explore the impact of societal processes and various governance regimes and policy mixes aiming at energy transition towards a low carbon economy, in view to provide a better understanding of aspects and potential trade-offs for energy security in Europe. Through these scenarios it is possible to assess policy initiatives in relation to their long-term impact on energy security. The 2050 timeframe is used to assess the legitimacy and efficacy of policies in terms of the capacity for societies to transit to energy security and also to consider the long-term socio-economic impact of the pursued options.

The project's results show that transitions do not only pose technological challenges, but incur enormous social and economic changes as well. These include to address the so-called 'human factor', i.e. the shift of roles and identities of individuals as citizens and consumers and producers of energy, entailing changes in repertoires of action. Changes also concern market relations and social and institutional positions. And they come with new roles and responsibilities for new actors. These changes incur friction and social stress. At the same time, the social domain is one resource for flexibility, improvisation and problem solving. Through reflection and anticipation, people are able to find new solutions, and to find new orientations in their lives. The proposed contribution argues that, until now, the human factor has received too little attention when it comes to the role it may potentially play in favouring energy transitions. Most policy documents and future visions focus on economic, geo-political and technological changes and at best present a scant notion of what the changes mean for individual persons, how the changes depend on individuals and the actions of local groups, and how this human factor can be mobilized and engaged.

To contribute to invert this trend, the project developes a 'manifesto' offering guidance towards a more thorough inclusion of the human factor into processes of governance. Because of the far-reaching consequences of energy

transitions, the produced document argues how it is vital to make use of the widest possible range of kinds of knowledge: not only technological and scientific expertise, but also local and practical knowledge, knowledge created by social movements, and ideological perspectives on how society should be organized. Inclusion of the human factor is both about mobilizing people and making them carry the transition, and about making their knowledge available and putting it to use, and enrolling people in the legitimation of transitions.

Since transitions are not made from scratch, but build upon existing configurations, it is key to know what the current situation is, how current arrangements came to being, and what trends are currently visible in economic, policy, societal and geopolitical perspectives. These pose limitations to what is possibly done by individuals, while at the same time presenting the action space where things are to be changed. In this light, practicable terms for the establishment of governance structures that serve low- carbon and secure energy development and improve the position of citizens and local organizations in energy transitions are sketched out on the basis of the manifesto, and presented in the form of policy recommendations for all the involved parties and territorial levels.

Critical thought on the rehabilitation project Innovation City Bottrop - A positive example for an energy efficiency future through sustainable energy and climate change mitigation

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The city of Bottrop is one positive example, where since 2010 a transformation through active public-private partnerships and an engaged citizenry into a living laboratory can be observed (ICLEI 2014:1).

Over 200 projects focused on climate-friendly urban redevelopment were initiated in the last years. The “InnovationCity Ruhr” has become a model for the renewal of the entire Ruhr area, but also to other industrial cities worldwide. The main idea of the project was to develop seven districts in the heart of the city with more than 14,000 buildings and 70,000 inhabitants into a blueprint of energy efficiency. The city became a living laboratory for urban redevelopment, sustainable energy and climate change mitigation. Under the slogan, “InnovationCity Ruhr”, the Initiative Group launched a campaign to find a pilot city to conduct comprehensive urban development, with the final objective of replicating the pilot’s successful projects across the Ruhr region (ICLEI 2014:1).

The energetic restructuring of existing buildings is one of the most important measures of the CO₂-reducing. The city has a modernizationrate of 7,82 % over the last two years, which is in comparison to the German average with 0,9 % very high (Bottrop 2014). The Bottrop Model City is also from a scientific point of view a unique

testing ground for the exploration of possible pathways to a climate-friendly and energy efficiency urban redevelopment. (ICLEI 2014:5).

Background to all these efforts is the Climate change which have taken place during the last three decades and have influenced environment and nature (Federal Government 2008: 15). In future strategies and measures for adaptation to climate change must be closely connected to the political of change and must be focussed on the objectives of sustainability (Federal Government 2008: 15).

Climate researchers expect climate protection measures to have a growing impact on the building sector (Federal Government 2008:19), because it makes up to about 40 % of the energy consumption in Germany. In fact, the remediation rate of existing buildings stagnates at approximately 1 % per year (BMWl 2012: 6). This potential in the building sector should be activated more strongly in the future (BMWl 2014: 22).

For achieving the federal goals like the CO₂-reduction of 40 % by the year 2020 (Bundesregierung 2015) there are manifold financial funding programs, that support municipalities to implement energy saving measures on the local level. Today one aim of city planning is to reduce the impacts of climate change. The aims of the government can be reached through efficient measures on a local level more easily and with a lasting effect.

In Germany exists a support program system, which doesn't exist in this form in other countries. Some German cities like Bottrop have a successful strategy to use the support program system effectively. The German administration system is divided in three levels: federal government, federal state government and the local communities. For example, there are programs which are offered by the federal government to the implement certain measures at the local level. Because of this reason climate protection and energy efficiency concepts and the specific measures are promoted. Even the position of the reconstruction manager who has the task to implement the measures can be promoted. Through this support program system it is possible to increase energy efficiency on local level.

Because of the precarious budgetary situation of many German cities and municipalities, the implementation of the ambitious climate protection goals set by the

German federal government causes a serious dependency of the cities and local communities to public funding programs. To be able to implement city development projects local communities use different forms of funding, that are provided both by local or federal government. Whenever an applicable commune tries to use funding from the beginning until the end of a project, the phenomenon can be observed, that a local community does not stick to one funding program, but applies for and uses different funding at the same time or in a progressive way. In the end, the project will be congruent with the goals of support programs, but maybe not with the goals of sustainable city development that also related to other goals such as recompactation and minimization of land consumption. Hence, in summary, this practice might not be the best and most efficient economic solution.

This paper analyzes the development and project process from project to implementation of measures. The focus lies on the correlation of the support program system with the project development. The aim is to discover if there are path dependencies of the municipality of Bottrop and to analyze if the objectives of the programs are congruent with the objectives of sustainable urban development. The theory of path dependency distinguishes the different possibilities in the beginning of a project, the influences upon the eventual outcome and the implementation of it (David 1985: 332). Therefore, path dependency processes (like the implementation of an energy efficiency concept) do not have a clearly formulated result in the beginning and have in later processes effects which strengthen itself so that a path is aligned with the result (Pierson 2000: 75).

As methodology the paper uses literature review and structured interviews with experts of the local community of Bottrop. They are asked about the main problems of support programs and by implementation of energy efficiency concepts.

Finally, the research paper tries to answer the question, if the structure of funding's forces municipalities and their decision makers into path dependencies. This should emphasize the importance of rethinking the structure of funding programs and their influence on decisions making in communities.

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An evaluation of municipal efforts for climate change mitigation and adaptation: two cases from Turkey

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Climate change mitigation and adaptation is a multi-level challenge, i.e. it requires simultaneous action at international, national and local levels. Since climate change is a global problem, political responses have been primarily developed at international platforms where nation-states participated. United Nations Framework Convention on Climate Change and Kyoto Protocol are significant attempts in this regard. Meanwhile, the “local” has been also widely recognized as an appropriate level to tackle the climate change problem. Accommodating roughly half of world’s population, more than 70% of greenhouse gas emissions are generated in cities. Ironically, cities are also the places which are vulnerable to climate change effects (Rosenzweig et al. 2010, Hunt and Watkiss 2011). The most severe potential effects of climate change on cities are heat waves, periods of extreme winter cold, increased frequency of air and water pollution episodes, rising sea levels and increased risk of storm surge, changes in the frequency and severity of flooding associated with more intense precipitation (Wilby 2007).

The growing concerns for climate change have led to urban responses by municipalities across the world particularly since the 1990s. Municipalities with their authorities over land-use planning, water and waste management, energy consumption and transportation can play significant roles in reducing greenhouse gas emissions. Moreover, they can go beyond their already defined responsibilities, and develop bottom-up initiatives to reduce greenhouse gas emissions (Betsill and Bulkeley 2005). It should be noted that the growing interest and involvement of municipalities in climate change mitigation and adaptation has also led to establishment of climate-related international and regional partnerships and networks for the last two decades. Cities work together in these networks to share experiences

and develop common goals. Some pioneering examples are ICLEI, Climate Alliance, Energy Cities, C40 Cities Climate Leadership, and Covenant of Mayors.

To sum up, the instruments of municipalities for climate change mitigation and adaptation include a wide variety ranging from climate-related policy-making (in many urban sectors such as built environment, transportation, water and waste management, energy use, green system, and so on), institutional capacity building (engaging in international and national climate alliances and networks, launching new departments in the municipality, etc.) to spatial planning (climate-sensitive urban planning and design).

So as to address the climate change phenomenon, municipalities develop policies and actions across all world regions in the above-mentioned fields; nevertheless, the levels of action-taking greatly vary among them. In other words, the level of involvement and progress in cities differ from each other in various countries, and even within the boundaries of the same country. There can be various factors behind municipalities' varying level of involvement (Betsill and Bulkeley 2007, Heinrichs et al. 2013): local competencies and capacity in climate-related policy sectors, availability of financial resources, framing of local issues and priorities, presence of scientific information about local climatic conditions, willingness, enrolling in climate-related networks and alliances can be listed among these factors.

In the face of the growing concerns for climate change, Turkish municipalities, too, started taking action. Likewise the examples in other countries across the world, some municipalities in Turkey try to develop innovative policies and actions to respond to the problem, whereas some others follow a more conventional approach. This study focuses on the climate change mitigation and adaptation approaches of two municipalities from Turkey, which seem to belong to the former category. These municipalities are quite different from each other in terms of size, socio-economic and geographical context. The first of these is the Nilüfer Municipality, which is a district municipality under the Bursa Metropolitan Municipality, whereas the second is the Gaziantep Metropolitan Municipality. Both municipalities have had various climate-related initiatives in terms of planning, project development and services. Gaziantep Metropolitan Municipality is the first municipality in Turkey that prepared a Climate

Action Plan. They have memberships in national and international networks. Both are members of Energy Cities (The European Association of Local Authorities in Energy Transition), while Nilüfer Municipality is also a member of Covenant of Mayors and Union of Healthy Cities of Turkey. This research aims at elaborating the policy and action fields of these municipalities for climate change mitigation and adaptation, evaluating their achievements, and identifying commonalities and differences between their policies and actions. The study concludes with a discussion on policy lessons to be derived from these cases.

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Coastal tourism a tool for socio-ecological resilience: investigation of challenges and opportunities of tourism destinations in New Zealand

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Keywords: Integrated Coastal Zone Management, Socio-Ecological Resilience, Sustainable Coastal Tourism

Tourism as an activity represents the dilemma of the missing balance between a community's need for economic revenues, and concerns about sustainability of environmental resources. New Zealand is used as an example of that missing balance, as coastal tourism is gaining more importance in the national economy while creating more pressures on socio-ecological systems. This study addresses the missing balance through investigating the relationship between Integrated Coastal Zone Management (ICZM) practice and tourism activity.

This study established a mechanism for assessing tourism's contribution in increasing coastal resilience and eventually achieving a form of sustainable coastal development. This study undertook an initial assessment using five case studies in New Zealand and used them for a preliminary test of the proposed mechanism.

This study's aim carry great importance in a world of change, in an era where environmental threats increase rapidly. The coastal resources specifically are facing serious threats in a global scale ranging from rising sea levels due to global warming to natural hazards like tropical cyclones. In addition to these hazards, our human activities have proven to be equally destructive to these valuable resources through pollution and consistence degradation of these coastal areas. These threats carry great significance because more than three quarters of the world's population today live near coastal areas, and more than 100 metropolitan cities are located on

coastlines (Cooper *et al.*, 2008). Such conditions create a global problem threatening one of our most vulnerable environmental resources, our coastlines. With all these threats, intimidating our environment, it becomes necessary to think about creative ways to maintain the sustainability of natural resources.

The multidisciplinary character of tourism activity and its complex relationship with ICZM, coastal management is by its nature a qualitative topic, in the other hand tourism is always based on quantitative statistics (tourism forecasts, revenues, indicators). This complexity require using different methods for data collection and analysis to have comprehensive outcomes that recognise the main issues instead of being submerged within details. Therefore, the mixed research methods were used in assessing the socio-ecological resilience in the selected case studies would help in achieving the research aim.

The research methods are based on triangulation; using qualitative methods represented through content analysis of statutory documents in national, regional and local levels. In addition, to responses from interviews with representatives of the management agencies in the coastal areas; is essential and to ensure the reliability of results, along with usage of some existing indicators assessment.

Using case studies approach to answer the research questions. Five main areas were selected as case study locations: Akaroa (Canterbury), Paihia and Waitangi area (Bay of Islands), Whitianga (Coromandel Peninsula), Picton / Marlborough Sound, and Abel Tasman National Park. These locations were selected based on the following factors: a) representativeness of different coastal management schemes, b) the importance to the New Zealand economy, c) the development pressure on coastal areas generating environmental issues, and d) evidence of efforts to restore ecological values. These sites were also selected to reflect the diversity of coastal tourism development types and coastal management approaches.

The status of case studies was investigated through site visits, interviews and document analysis. The analysis of case studies used the Holling's adaptive cycle and Butler tourism life cycle. These highlighted a need to create new set of indicators to assess the complexity of socio-ecological systems in coastal tourism sites.

The findings were formulation of new set of indicators that were combination of existing, modified and new indicators, which used the stages of Holling's cycle and Butler's cycle as a guide. A framework was then established that connected with the set of new/ modified indicators in a coherent integrated format. The last stage of the proposed mechanism was a preliminary reassessment of case studies according to the new indicators list. Based on the analysis and using the Holling's adaptive cycle, future trends of coastal tourism and its ability to enhance ecological systems in these sites were examined. This study outcome focuses on the creation of a set of indicators assessing coastal development in these areas, connected with a suggested mechanism to assess tourism's contribution to socio-ecological resilience and the delivery of sustainable outcomes.

Exploring the role of community capacity and planning effort in disaster risk reduction and environmental sustainability: spatio-temporal vulnerability and resiliency perspectives

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Using the basic premise that natural disaster effects are fundamental social processes that require pro-active planning, a conceptual model of disaster losses that involves local exposure, shock, and loss within the context of inherent social system spatial and temporal vulnerability and resilience was formulated. Based upon a review of the extant literature, three theoretical hypotheses were proposed. First, disaster effects will have a negative association with social and economic development metrics; second, the higher the levels of a community's social and economic capacity, the lower the disaster losses; and third, better planning effort, social capital, and social justice in place before a natural disaster will lower disaster losses.

This study focuses on examining disaster loss from flooding with respect to local planning effort, and social and economic condition at the county level within the Mississippi River basin in the United States. Data were collected from secondary sources (archival review and existing databases). Mixed analytical methods were used including log-linear models, quantile regression, two-stage least square models, longitudinal data analysis, spatial modeling, and content analysis.

Unlike previous research, which has mainly focused on a theoretical approach to disaster resilience, this study adopted an empirical approach based on panel data at the county level from secondary sources. This framework embraced three phases that included (1) examining socio-economic factors contributing to vulnerability and

resilience within counties affected by natural disasters (flooding) and environmental change using cross-sectional and time-series studies; (2) evaluating the quality of natural disaster mitigation plans within study areas using qualitative text analysis (content analysis) and (3) applying resilience principles to evaluate flood-prone community response to flooding. For the first phase, among about 1,600 counties within the Mississippi River Basin areas, we selected 1,266 counties in 22 states by flooding experience and presidential disaster declaration during the last 20 years. For the second phase, we selected 160 counties among the 1,266 counties in accordance with the criteria of having a local hazard mitigation plan and a high flood risk level. In addition, for the third phase, we selected 85 counties among 1,266 counties with the criteria of spatial clustering of risk. In addition, we selected two local rural communities, Hancock County in Illinois and Crawford County in Wisconsin according to their similar spatial clustering of risk levels, similar high flood risk levels, and socio-economic conditions.

Community capacity characteristics included various environmental and geographical characteristics, human and social capital characteristics, economic and housing characteristics, and planning effort characteristics. Natural disaster mitigation plan quality was assessed to identify the role of planning effort in disaster risk reduction by using content analysis. More recently, studies on plan quality and evaluation have been conceptualized and systemized by contemporary researchers who have evaluated comprehensive plans related to natural disasters. Three elements of plan quality were identified. These included (1) fact basis, (2) goals and objectives, and (3) policies, tools, and strategies. Based on the above three components of plan quality and a coding protocol which incorporated hazard mitigation measurement into these components, we evaluated a sample of 160 local plans related to natural hazard mitigation to determine how well they supported natural disaster risk reduction. Our interest focused on the application of resilience concepts and the evaluation of a rural community's responses to natural disasters. Relying on multiple resources, this qualitative approach allowed for triangulation to provide context for our quantitative results. This mixed method analytical process was useful in providing important insights on how to make communities more resilient to the adverse impacts of natural

disasters and in underscoring the critical importance of a local hazard mitigation plan in contributing to resilience.

Results of spatial modeling suggested that engaged social capital, more equitable distributional characteristics, and local proactive planning in place before a disaster resulted in lower disaster losses. In addition, better plan quality and higher levels of community resilience characteristics resulted in reducing disaster losses. Disaster-prone rural communities need to implement new social and environmental planning strategies to potentially mitigate negative effects of natural disasters that incorporate long-term planning and implementation, land use, and structural and non-structural mitigation designs.

Cultural references as a basis for spatial planning and environmental justice - Environmental Licensing and the preservation of cultural heritage in Brazil

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This paper aims at discussing the preservation of cultural heritage as an important aspect for both spatial planning and environmental justice. It proposes understanding heritage from an environmental point of view. Such approach derives from the perspectives set forth by legal and socio-environmental debates on environment, which is understood as a broad category that includes both natural and cultural aspects (MARÉS, 2006; RODRIGUES e MIRANDA, 2012; SANTILLI, 2005), as well as the relations between man and natural resources, or, in other words, between culture, nature and space. It also proposes discussing heritage given the present heritage policies, which are based on affirming cultural rights, empowering identities, respecting cultural diversity and promoting social economic development (BRASIL, 1988; IPHAN, 2012).

This work proposes to study preservation initiatives and the role of the Brazilian Institute of National Historical and Artistic Heritage – IPHAN in the context of environmental licensing. Our analyses understands such context as an important arena for conflicts related to environmental justice, cultural, memory and land rights, as well as spatial planning, particularly when faced with development policies and the construction of major infrastructure projects, as proposed by Brazil's Growth Acceleration Program - PAC (LEAL e SILVA, 2015; OLIVEIRA, 2015).

In order to do so, we will work with legal documents and IPHAN's initiatives, by means of case studies referring to some environmental licensing processes in which IPHAN takes part. Its institutional role foresees demanding environmental impact

assessments to evaluate the impacts on cultural properties on the regions affected by the infrastructure projects and seeking alternatives to prevent, minimize or event mitigating the impact. Analyzing such demands and their results may enable us to discuss to what extent IPHAN promotes communities' rights to their cultural references, to their culture, to their land, to participating in proposing cultural and spatial planning policies agenda, by demanding environmental impact assessments to evaluate the impacts on cultural properties on the regions affected by the infrastructure projects and seeking alternatives to prevent, minimize or event mitigating the impact.

From the creation of environmental licensing in Brazil, by means of Law no. 6.938/1981, until recent regulation on IPHAN's role in such context (IPHAN Normative Instruction no. 001/2015), environmental and heritage policies have been through great changes. These have been greatly influenced by the 1960s and 1970s debates on concepts and categories such as nature, culture, development, sustainability, environment – both cultural and natural environment –, socio-environmentalism, cultural and natural heritage and, of course, environmental licensing. (OLIVEIRA, op. cit.). This paper intends to analyze this trajectory from an interdisciplinary and transversal approach (BRAGA e SILVA, 2014; LEAL e SILVA, 2015). It also aims at highlighting the differences and convergences in the uses and understandings of both heritage and environment; the role they play in the struggles for rights; and how various agents act in such confrontational arena - governmental and non-governmental organization, social movements, traditional communities, indigenous people etc.

That is to say we understand environmental licensing as a fruitful and useful instrument for preserving cultural heritage, not only because of the possibilities of dialog and conflicts it offers, by means of bringing together various agents and involving a myriad of institutions, but also because of the procedures it encompasses, such as environmental impact assessment and heritage education. We also think of environmental licensing as central aspect in the struggles for environmental justice and for social participation in spatial planning, when and if “managed by a broader net of multidisciplinary knowledges, envisaging symmetrically and dialogically the diversity of possible standpoints on the same phenomenon: environmental impact “ (BRAGA E SILVA, op cit., p. 104).

Case studies related to IPHAN's initiatives in the states where we authors work – states of Rondonia and Paraíba, respectively in the North and Northeast regions of Brazil – will enable this paper to indicate and discuss limits and possibilities of institutional intervention in the environmental licensing processes that took place in such states. It is worth to highlight that both Rondonia and Paraíba are states in which IPHAN's preservation actions are modest, which means both few initiatives for identifying cultural properties and little protected cultural heritage. In our point of view, such condition would enhance environmental licensing possibilities, to the extent that expected procedures of producing information about the region, such as environmental impact assessments, could contribute in producing knowledge on and mapping cultural assets and manifestations.

Therefore, we insist on the understanding of heritage as environment, which means highlighting the relations among cultural and natural properties, landscapes, sites and territory; the struggle for affirming and acknowledging not only cultural and identity rights, but also ecological, environmental and land ones. We also intend to discuss the different logics, rationalities, experiences and knowledges present in the processes of identifying, valuing and protecting properties, manifestations, people and territories – that is, in protecting both heritage and environment.

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Environmental justice and citizen intelligences: the renaturalisation of metropolitan river basins - the case of Jacaré River, Niterói, Rio de Janeiro

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This is a study on the *aménagement* of the urban landscape. The central question of this work is the persistence of existing imbalances in the renaturalisation process of river basins in relation to the perception of the individuals living in these geographical environments. We've been studying the specific case of the Jacaré river basin, located in Niterói, metropolitan region of Rio de Janeiro. This study is part of a broader multidisciplinary research project that has different teams of professionals from Fluminense Federal University and foreign universities during the year 2015. We used the landscape integralisation strategy to give form and content to the renaturalisation river basin in focus, based on the perception of the residents of the neighborhood Jacaré, a corresponding geographical extension to the area of the eponymous river basin. Our aim is to systematize the environmental perceptions of these residents in order to define guidelines for the renaturalisation process of the river basin in which they live. WE mobilize the concepts of etnogeomorphology and etnolandscape in their relationship with the parameters of the territorial justice, more specifically, addressed as environmental justice. Methodologically, citizen intelligences are at the same time, the theoretical resource and the elements of analysis for us employees. So we will: i) raise the theoretical debate about environmental justice, ii) from the empirical study of iii) citizen intelligence based on the environmental awareness of the residents of a metropolitan river basin. In our assessment, this study contributes to the management of more inclusive and democratic urban landscape. We understand the territorial justice from a systemic point of view, since the social rights that it activated should be designed through mutual call between them, that is, as a

social rights system. We also add that the territorial justice is a "federative issue", according GERVAIS-LAMBONY; DUFAUX (2010) as it mobilizes various scientific disciplines and different content ranging, for example, from the global right to a healthy environment and from to the local democratic right to intra-urban mobility and, of course, beyond the civic content of everyday practices and perceptions of citizens. For these authors, the unifying character of the concept of territorial justice is brought out through the "need to mobilize also fully environmental studies", being very close to (we would say, *including*) the notion of environmental justice, pointing out new modes to approach the territory and landscape. As an implementation of the principles of social justice to the territory, we conceived the territorial justice as a social and spatial strategy for the elimination of oppressive spaces. In particular, we define the oppressive spaces as those which prevail, at least, one of the five faces of oppression point out by Iris Marion Young, as the exploitation, marginalization, deficit of power, cultural subjugation and violence (YOUNG, 1988). Thus, territorial justice should lead to the formation of fair territory, that is, those free from oppression mentioned faces. We also agree with Iris Marion Young when she differentiates structural from procedural justice, defining the latter as the social process of the relations between individuals, as is the negotiation between different social groups that appear "fair" decision. We alert that this is not to defend a scientific assumption that the ultimate goal of territorial justice is the establishment of fair, sustainable and stable spatial structures. Therefore, when we use the expression fair territory, we refer to a process rather than to a structurally consummate space or a social space guided by idealization of an abstract model of figure territorial effect. We reinforce the concept of territory as a system, designed from the procedural justice. Also, we defend the idea of the inevitable relation between the mobilization of citizen intelligences, as proposed by Majo Hansotte with the promotion of environmental justice. These citizen intelligences work with complementary logical that include consensus, dissension, the resumption and confrontation - in order to fight against oppression. As a process full of gains and epistemic losses, environmental justice, since the 1980s, must be understood more precisely as "the set of principles that ensure that no group of people, whether ethnic, racial or class groups, support a portion disproportionate degradation of public space

"(ACSELRAD et al., 2004). The epistemic expansion of this notion of justice coupled to landscape management is the raison of our scientific effort.

Focus on actors: the institutional structure and networks in municipal waste management. An exploratory analysis from the Rio de Janeiro metropolitan area

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Keywords: policy network; neo-institutionalism; municipal solid waste management; Brazil

All over the world the management of wastes represent a main concern. The waste production has doubled along the last ten years and the coming years will experience an upward trend (McAllister, 2015), unless a radical change in the prevailing consumption and production patterns will occurs. Usually, the management of waste is a municipal government task; nonetheless it involves multiples actors and deserves a multilevel, cooperative, as well as well coordinated, organization among them. As a matter of fact, municipal solid waste management (MSWM) is a complex process, which entails subsequent and costly stages such as waste collection, transfer, treatment (Soltani et al., 2015) and final disposals. Often, especially, in developing world, the municipal government has no enough resources to perform these functions alone, especially those that require big infrastructures (e.g. treatment/incinerator plant). For this reason, each municipality may need to join to those neighboring to share costs and space, going beyond the municipal scale, to improve the environmental and economic performance of their own MSWM strategy. Furthermore, waste production occurs along a long cyclic path, which starts from row material producers to final consumers. Therefore, the MSWM policies and planning institutions ought to deal with business sector as well as with citizens and civil society organizations in order to promote sustainable behaviors at each stage of waste cycle. Municipal governments need to develop an integrated approach, and, even if it sounds

as an overworked concept in theory, it is still a necessary target in the practice. This multi-stakeholder dimension of waste management are often neglected in grey literature on MSWM, as scholars in this field have focused, so far, on quantitative aspects of waste management (Intharathirat et al., 2015, Welivita et al., Edjabou et al., 2015).

Using this gap in the state of the art as a starting point, the present research purports to analyse MSWM as a political process, focusing on involved actors and institutions, as well as on formal and informal relational dynamics (i.e. networks) among them. The study is based on a theoretical framework that combines neo-institutionalism and policy network literature, since this blend allows observing both formal and informal processes, which underpin a political phenomenon. The concept of *policy networks* is a very vague and disputed one, though it represents a fundamental meta-concept in the policy analysis theory and debate. Policy networks are defined as the *informal arrangements, characterized by horizontal and decentralized relations* which intervenes in a policy-making process (Kenis and Schneider, 1991). Policy networks scholars envision the policy-making as a complex system, or community, made of multiple sub-systems interrelated with each other by an intricate net of relations (Blom-Hansen, 1997). These sub-systems are distinguished in two types. On the one hand, sub-systems are institutions and governmental bodies (*sub-government*), featured by an increasing interdependence, which demand increasing level of coordination. On the other hand, sub-systems can be conceived as individual actors of the informal political community (*attentive public*), which represent an interest on the issue but have no decision power (Pross, 1986). Some authors have identified these two groups with the two opposed poles of a typology of structuration. Thus, while the *policy community* identifies the most structured definition of a political system, on the opposed side there are the *issue network* (Marsh and Rhodes, 2002), which represents informal, open and fluctuant aggregations unified by a common interest. Other authors have emphasized the importance of unbalanced power relations shaping these abstract social structures (Marin and Mayntz, 1991). These concepts match the description of MSWM provided above, and allow representing waste management process as a political arena, rather

than a mere material transformation process. Though, since the aim of this research is to provide an analysis of waste management as a policy and to map the involved actors, the relation networks envisioned were investigated through a neo-institutional perspective. From this perspective institutions are the frame that shapes social values and identities (March and Olsen, 1984). They represent a milestone to address the analysis of the policy process encompassed in the fluidity of networks. Network analysis permit to identify the dynamic dimension of a political process and highlight institutional limitations. In the meanwhile, adopting a neo-institutional perspective, we also acknowledge that institutions, at once, design the limits of relations among political actors and are worth to be considered.

We chose the territorial context of Baixada Fluminense as a case study. In Brazil municipalities are the governmental entity responsible for solid waste management (SWM) and urban garbage. The National Law N°12305/2010, which establishes the Solid Waste Management Policy (SWMP), identifies goals for the Brazil as a whole, which need to be implemented at municipal scale. The SWMP defines goals and principles for the waste management. Among the others objectives, the National Law promotes the inter-municipal cooperation, endorsing the creation of waste management consortia. The Rio de Janeiro State Plan of Waste Management, acknowledging the relevance of regional scale (i.e. supra-municipal) for waste management, divides the state territory in eight consortium districts (Rio de Janeiro, 20103). The Baixada Fluminense consortium is one of the eight districts and it involves six municipalities: Belford Roxo, Duque de Caxias, Mesquita, Nilopolis, Nova Iguaçu e São João de Merite. We adopted a mixed approach for the empirical research, combining different methods for collection and analysis of qualitative data. By applying a secondary source analysis, we firstly mapped actors and institutions involved in the waste management process for the six municipalities. Than, we separated *policy community* actors (e.g. local government representatives) from *issue network* actors (e.g. environmental activists and professional associations), identifying relevant policy sub-systems. Finally, we selected and interviewed key informants for each sub-system. We used a semi-structured interview protocol based on both open and multiple-choice answers. Questions were aimed at investigate behaviors and routines

of each actor, as well as and interactions among them, within the existing institutional framework. Findings emphasized the dominance of informal relations and practices, suggesting coalitions and conflicts among the mapped actors.

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Reclaiming public green space: community gardens

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Isolation from nature and its prosperities, such as living in healthier environments with direct access to organic vegetation and benefiting from the calming effects of natural landscapes have been the main deficit of urban areas of our times. In today's rapidly and radically transforming and growing urban areas, in contrast to enlarging diverse amount of good and services, many open public spaces has been shrinking and even lost for the sake of growth and transformation. Unfortunately, public green spaces are one of the most prominent examples of these spaces. This shrinkage in public green spaces results in environmental and social complications in urban dwellers' lives and decreases the quality of life in urban areas. At the focus of environmental deficits lies the inability to cope with environmental sustainability. Along with the acceleration of global warming and its effects becoming visible at urban scale, public green spaces attain a vital role to cope with these issues while their conservation and revitalization needs further attention. In addition to decreasing chance of benefiting from the natural facilities of public green spaces and a way to cope with environmental crisis, urban dwellers also lose one of the main public spaces where they can meet, socialize, express themselves freely, engage with the other members of the society and create urban culture.

As a reaction to public policies that result with the shrinkage of public green spaces, many NGOs and urban dwellers started to reclaim their 'common' green spaces by making efforts to protect and vitalize these vulnerable areas that are under the threat of fast paced transformations and uncontrolled growth. Although being small

in scale, 'community gardens' became one of the significant green spaces that became the locus of the reaction against these policies where citizens reclaim their rights on public green spaces and transform these spaces on their own. Hence, as a 'tiny but mighty' public green space, 'community gardens' function in various aspects. Community gardens function as a tool for environmental sustainability as they are part of the green infrastructure in urban areas; a tool for social cohesiveness since they are a platform that foster community engagement; a tool for fostering public participation both at the decision making and implementation stages; a tool for recreation of urban residents; a tool to provide healthy environments since working with nature and being close to nature has many positive effects; and also a tool for economic development of local communities.

In the Turkish case, 'community gardens' has long roots as far as to the 'bostan's in the Ottoman era. However, we can claim that community gardens have been rediscovered by the urban dwellers in the recent years. Many community gardens are formed in the neighborhood scale or within university campuses while existing ones that are mostly at the danger of being lost are revitalized with the support volunteers from local residents and community at large and especially in self-organized ways. At this point, it is also important to note that these reactions on Community Gardens gained strength with the 'Gezi' incidents in 2013 which was an urban social movement, reclaiming urban public space against public policies that leave public open spaces vulnerable against urban development and leave no room for public opinion.

In this context, the aim of this study is to put forth the significance of community gardens as a 'natural' reaction to the undesirable environmental and social effects of uncontrolled urban growth and urban transformation projects that prioritize growth while leaving public green spaces vulnerable. In this regard, primarily the various roles of community gardens in urban areas are discussed with a special emphasis on the environmental and social aspects in order to create a comprehensive understanding of the notion. Secondly, prominent historic and recently formed community gardens in two of the major cities in Turkey; İstanbul and Ankara are briefly introduced. Later, these community gardens are classified regarding the history, formation, use and management characteristics, in order to put forth different models. By examining

diverse models of community gardens/bostans that are formed and transformed recently in Turkey, it is aimed to offer insights for the further implications in Turkey and at a global scale.

Planning for vulnerability in South America's Brazilian Cerrado: a people-based approach

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There are many calls to integrate – or mainstream – vulnerability and climate planning into the comprehensive planning process, and to engage in participatory processes around these themes. How to do this in ways that are meaningful to residents in a developing and or emerging country context is, however, less clear. Additionally, experts press the need to prepare communities for a changing climate, but bottom-up perspectives on what this means for local land use are less well developed. My investigation in this paper is innovative in that it seeks to understand perspectives of a wide range of participants in a comprehensive planning process, and explore the meaning of vulnerability in a Latin American context.

The case study in the paper is the community-based program *Cidade pra Gente* (City for Us) led by the state of Goiás, which ran from 2005-2008. At certain point the program engaged approximately 1,100 stakeholders, from 88 cities statewide, in a participatory planning process to develop master plans, which were enacted as municipal law by the participant cities. The paper brings the attention to the vulnerability of systems in the Brazilian biome *Cerrado*, which is the predominant landscape in Brazil's state of Goiás. The *Cerrado* has experienced significant inflow of foreign and national investment and technology for the production of agro- commodities in the past few decades. This has led to a fast pace of urbanization, population growth, urban expansion, and rapid change of land-uses and cover.

This paper discusses vulnerability through the urban expansion perspective. My investigation considers references to the planning and land-use made by a selected number of the participants of the program City for Us, wherein it concerns processes, practices and governance-equity issues. I look at their understanding of

how socio-economic and institutional forces influence planning process and land-use practices, and how it links to urban expansion and vulnerability where it concerns their exposure to risk and hazard impact. The exploratory design of this research paper advances the qualitative paradigm aligned with the constructionist perspective in the climate change adaptation literature that vulnerability is socially constructed. The analytical process combines an adapted constant comparative analysis, and a theoretical framework of vulnerability. Data collection methods include semi-structured interviews, journaling, field notes, and memos. Triangulation uses qualitative and quantitative data from national and state surveys, databases, and archives that include toolkits and publications used through the City for Us program.

I am currently in the process of completing my investigation. To date, pilot findings suggest that vulnerability was seldom explicitly spoken through the planning process. However, by the end of the interviews done with a selected group of stakeholders that participated in the program *City for Us*, the respondents suggested that in fact, vulnerability was discussed in the planning process when they articulated or made references to the socio-economic and political unpredictability, and institutional constraints they faced when discussing existing land-use practices. Additional findings derived from the interviews suggest that environmental protection and conservation were main concerns to be addressed through their master plans. Although their discussion on these subjects were framed generally with the social, economic and environmental dimensions of the sustainability paradigm, generally the concept of sustainability was not clearly understood, expressed, or carried out through the planning process. Some respondents suggested that in many circumstances sustainability was an underlying element of their arguments when they were considering alternative land-use and planning policies to contain urban expansion, or even to reduce existing urban perimeters.

The respondents made references back to their communities, wherein local stakeholders were generally concerned with the social-economic implications resulting from land-use practices, and that somehow the environmental problems they were facing would be addressed through policies that address the social-economic determinants of their problems (vulnerability). In various circumstances respondents

suggested that the economic and environmental uncertainties they faced were built into their social problems, which leads me to contemplate that the economic and environmental factors are determinants of their social vulnerability.

The generalizable research outcome is better policy that links urban expansion and vulnerability in ways that are meaningful to local residents and decision-makers. The research improves methodological frameworks for development of or revision of community-based master plans, development policies, and for capacity building initiatives that engage policy makers, city managers and planning professionals, community leaders, and the general public in the climate change dialogue. It is noteworthy that this paper points out that local knowledge shared by vulnerable communities can become a systematic part of the learning efforts to address adaptation to climate change, while mainstreaming vulnerability reduction in developmental and planning initiatives.

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The role of intergovernmental relations in breaking resilience: bridging urban environmental agendas in climate change and the waste sector in Malaysia

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Introduction

With the rise of climate changes, there are large bodies of research on resilience and resource efficiency in the urban areas, as they are key to cope with those changes. Many practitioners and scholars have put tremendous efforts to understand urban system resilience to recover from hazardous natural events. However, a less explored area of research is to understand the resilience that affects urban areas but in adverse ways. Weak governance, social and political conflicts and lack of resources and capacity in many cities have detrimental environmental and human outcomes that have existed for long periods and are reinforced by resilience, which leads to systemic reproductions of behaviors and lack of consistent interventions which impedes radical changes. Thus, the paper tries to understand how to break the resilience of urban systems in order that they advance the agenda of sustainability and do not return to their initial (unsustainable) state and path. An important component is how to build institutional capabilities to link the two urban environmental agendas (physical resilience and resource efficiency) and break the inertial of unsustainable urban systems.

The paper examines how best to translate issues related to climate change into urban planning and management having the waste management sector in sub-national level in Malaysia, as the object of research. It explores how the link of the two important urban environmental agendas analyzing the opportunities for climate co-benefits (win-win) can break resilience by bridging local (waste) and national/global (climate change) environmental issues. The research examines particularly the role of inter

and intra governmental relations in institution building to break the system resilience in service delivery in waste sector both in terms of improving resource efficiency and physical resilience against extreme events. The paper aims at better understanding the impacts of national initiatives on sectoral services including design, implementation and outcomes, as these initiatives involve inter and intragovernmental relations.

Research question and scope

The broad focus of the research is on examining the role of inter and intra governmental relations in institution building and policy implementation to address service delivery in the waste sector and links with climate change. The main research question is:

How do inter and intragovernmental relations in Malaysian states and local authorities impact service provision and climate policies?

The research aims at better understanding empirically sectoral provision in waste management and climate policy, particularly the effects of the inter and intragovernmental relations to break resilience in two Malaysian states: Penang and Johor. The research examines the solid waste management sector for service provision, though it includes the links with other urban sectors. The paper analyzes the patterns of local governance for mainstreaming global environmental issues in urban policies to understand institution building and policy implementation where several departments and levels of governments have to work together, including links with international regimes (in the case of Penang/Georgetown, it was also inscribed on the UNESCO's World Heritage List besides several initiatives at the international and national level related to the climate change agreements). The research discusses how best to translate issues related to climate change into urban planning as the objects of research. Intergovernmental relations can hinder or facilitate the institutional capacity building in urban management and the incorporation of global environmental issues in city development in developing countries more broadly. The analyses of Penang and Johor seems to have some important lessons to contribute to these topics, as the two states have different political relations with the national government (Penang is opposition to the coalition in power nationally, the Barisan Nasional (BN), and Johor

is allied to BN), though both states have been able to work together with the national government in several initiatives. The waste sector is particularly interesting to study as there was a movement to centralize waste management decisions in the end of 2000s, but Penang was able to keep waste management under state control, while waste management in other states, including Johor, was taken over by the national government.

Research methodology

The research methodology used the case study method at the two states through document/data analyses, field visits (2 visits to each state) and semi-structured interviews with policy-makers in government, academia, civil society groups, private service providers (if it is the case) and population. It was carried out an extensive data collection on the trends of the different sectors and environmental issues in Penang, Johor and Malaysia, but focusing more on waste management. One local authority in each state was chosen for more in depth analysis (MPPP/Georgetown in Penang and Johor Bahru in Johor). From the interviews, it was collected information on the various factors that shaped the relations between organizations in different levels of government and governance, and how those relations built or hindered institutions to address urban environmental issues (e.g., waste) and links with climate change. The interviews provided material to examine how different initiatives in the waste sector emerged, how the institutional capacity was built to break resilience and how the stakeholders were able to overcome various political, resource and institutional obstacles to improve the waste agenda.

Findings and contribution to the debates in academia and practice

The paper contributes to the debates in practice and academia by analyzing the patterns of local governance that breaks the system resilience by mainstreaming global environmental issues in sectoral policies. In the case of the waste sector several departments and levels of governments have to work together, including links with international regimes, which can also help to overcome political economy barriers in the development of local policies. Intergovernmental relations influence the capacity for good urban management and the incorporation of global environmental issues in city development. The research has some important lessons to contribute to these

topics, as, even though Penang and the national governments are from different parties (with tremendous political rivalry, particularly recently), they have been able to work together in several sectors by establishing special organizations, such as the Think City, or joint initiatives as the case of waste management prizes for primary schools. The role of intermediary organizations with a more technocratic scope bridged the political differences and strengthened local capacities for urban management. Some of those organizations were created for different purposes and sectors, but the need for the intermediary role and resources in other sectors changed the scope of those organizations. They equalized the relations between two politically opposing governments to make the competition a strength to drive capacity building and avoid the resilience that brought them back to the zero-sum game, common in political relations. Other organizations were key to break resilience and push service delivery where governments are politically allied to avoid collusion and inaction.

Removable constructions on beaches and neighbouring wooded areas: a view on the recent italian experience

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As observed in the relevant literature, notwithstanding the combined efforts of the national and of the various regional legislatures, Italy has not been able to ensure the implementation of a consistent and coherent coastal policy. The situation was expected to improve after the launch of a European Union campaign, which was intended to induce member States to elaborate national initiatives for coastal management according to the Integrated Coastal Zone Management principles. However, commentators have pointed out that the complete absence of a system strategy amounts to an insurmountable hurdle to put into effect the necessary measures. The integrity of several beaches has been seriously threatened as a consequence of a series of unforgivable mistakes committed by public agencies in the making of great public works, such as ports and railway lines running close to the sea. The coastal erosion attributable to human activities not only gave rise to serious social and environmental problems, but caused also injury to property and harm to personality rights of legal public persons. Civil courts have sometimes awarded damages in respect of similar claims. On one particular occasion a leading railways company, held responsible for the erosion, has been obliged to pay to a coastal municipality a sum of money to be spent on beach nourishment. Due to the uncertainty of the statutory framework, the task of solving specific problems, which may arise in connection with the need to protect the littoral, has been primarily left to the local planning authorities and to the courts. One of the most controversial issues in this field relates to the ascertainment of the categories of constructions that can be legally built on beaches and neighbouring wooded areas. Usually, land use instruments drafted by local authorities allow the operators of concessions on the public domain to construct structures for recreational activities. Once it has been identified such a purpose, a

central role in deciding whether or not a building permit shall be granted, or in determining whether or not an existing construction shall be dismantled, is played by the distinction between removable and stable structures. Recent administrative decisions and judicial opinions have tried to balance the incentives to use land for tourism purposes and the preservation of coastal zones, clarifying some aspects and giving useful guidance. Expressive of the said trend are the rulings delivered in 2015 by two different Regional Administrative Courts in the cases of the Sicilian beach of Randello and of the Sardinian beach of Poetto. The first case was about an initiative to build some structures in an area included in a Site of Community Importance, as defined in the European Union Directive on the «Conservation of natural habitats and of wild fauna and flora». The owner of a tourist resort in the vicinity of Randello beach, after having applied for a provisional authorisation to use it for recreational purposes, began some works there, and then asked to build a bathhouse, partially on the same beach, and partially located in the nearby forest. Since the local authority ordered the demolition of structures already built and denied any kind of permission, the owner of the resort started a dispute before the Regional Administrative Court for Sicily, whose decision was in favour of the public administration. In the second case, the municipality annulled a building permit which was granted, approximately seven years before, to the holder of a concession on a part of Poetto beach, allowing him to construct wooden cabins for bathers, together with a wooden kiosk to be used as a place for selling food and beverages. The Regional Administrative Court for Sardinia upheld the decision, and the verdict was affirmed on appeal by the Council of State. This new wave of judgments has elucidated that constructions are deemed to be removable only to the extent that the way in which they are assembled reveals their temporary and ephemeral nature. Besides, the increased awareness of environmental values has led the municipalities and the judges to believe that the requirement of temporariness ought to be construed narrowly.

Modeling physical dimensions of human-environment systems: flood and urban growth in the cities of Kigali, Rwanda and Kampala, Uganda

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Urban flood problems have been increasing in Sub-Saharan Africa, with a clear social inequity dimension, due to external (e.g. climate change) and internal (urban development pattern) causes (Douglas et al., 2008). While interesting adaptation experiences exist, challenges remain to scale up community level actions to city-wide strategies (Lwasa, 2010), hence this paper's emphasis on understanding impacts in space and across spatial scales. Further, although significant data gaps persist, both information and knowledge on the growth of Sub-Saharan African cities (e.g. Linard et al., 2013) is creating an opportunity to improve very deficient land use plans and systems (African Planning Association, 2014) with innovative, evidence based policy.

Aiming to explore the equity in the distribution of risk due to natural hazards, this paper presents the results of assessing floods caused by land cover change in the cities of Kigali, Rwanda and Kampala, Uganda. Two urban growth models, a spatial statistical model (e.g. Dubovyk et al., 2011) and a cellular automata model (originally developed by Pérez-Molina, 2014), were used to project future land cover scenarios for the cities of Kigali and Kampala, as well as for selected catchments within them; these were then inputted into a runoff-based flood model, openLISEM, for the selected catchments (an example for Kampala, Uganda, is reported in Habonimana, 2014). The results were overlayed with land cover patterns, to assess the impact for different land categories. In particular, we determine (1) if the impact on informal settlement areas is larger than for other urban land use categories and (2) spatial inequality derived from physical processes, by comparing which areas generate runoff and which are most impacted by flooding, and how these differentials interact with land use.

A comparison of modeling results, in terms of replication of the landscape for the calibration data, was performed to understand: (1) the impact of study area extent –i.e. simulating the city and extracting data for the selected sub-catchment vs. simulating only the sub-catchment itself (e.g. for the Upper Lubigi sub-catchment of Kampala)—on landscape patterns and the models’ capacities to reproduce quantitative metrics representing spatial patterns (2) the amount of information required for replicating landscape change (number and diversity of determinants and of land categories in the dependent past variable), and (3) the sensitivity of flood impacts to the magnitude of rainfall events, disaggregating effects spatially and per land category –with an exploration of potential climate change trends for the case studies.

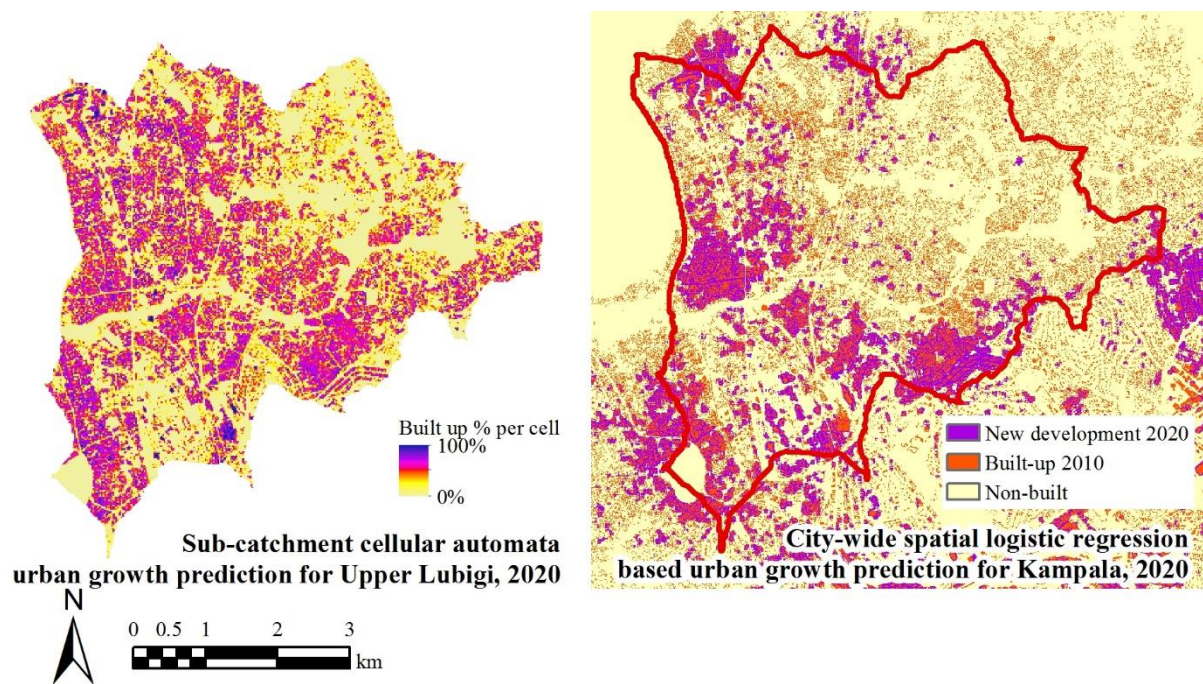


Figure 1. Urban growth model outputs for Upper Lubigi sub-catchment and Kampala, Uganda, 2020

These results are used to reflect on the policy formulation process from the perspective of evidence based land use planning. Recognizing the importance of values in policy formulation, problem identification and diagnosis in policy documents (the Kampala Physical Development Plan and the Kigali Master Plan) were contrasted with field surveys on the perception of flood as a problem (e.g. Mureithi, 2015 and

Chereni, 2016). In this context, the discussion focuses on how model-generated knowledge could support the improvement of land use regulation instruments, their equity dimensions with regard to risk in informal settlements or slums, and potential unequal costs and risks introduced by different strategies to reduce future impacts (e.g. emphasis on upstream development controls vs. infrastructure in downstream impacted zones).

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Designing the spatially integrated policy infrastructure for planning and flood risk management

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Integration of spatial planning and flood risk management at policy levels may help address the issues related to flooding (Howe and White, 2004, Kidd, 2007, White and Richards, 2007, Ward, 2013). Such integration requires a variety of facilitators from the political, financial, organizational, management, and cultural sectors (Stead and Meijers, 2009). Information, such as maps of flood risk and development potential, is among those facilitators, and if lacking or inappropriate, it could impede the progress of integration (Neuvel and Van Den Brink, 2009). Geographic Information (GI) and Geographic Technologies (GT) can play the role of ‘integration medium’ (Schuurman, 2003) because they can potentially improve a mutual understanding of issues, collaboration and communication between different policy fields and institutions (Pelzer et al., 2014).

Drawing on the established significance of GI and GT across many planning tasks (Pettit and Pullar, 2009, Chang et al., 2008, Van Haaren and Fthenakis, 2011, Oana et al., 2011, McCall and Dunn, 2012, Vukicevic and Nedovic-Budic, 2012) and flood management activities (Pradhan et al., 2009, Werner, 2001, Zhang et al., 2009, Nedovic-Budic et al., 2006, Bahremand et al., 2007), the research presented in this paper aims at developing an infrastructure for policy integration facilitated by such information and technology.

Among various dimensions of integration, such as spatial, policy and actions (Vigar (2009), we focus on the integration of spatial planning and flood risk management, particularly in terms of policy. Policy integration implies that the policy-making process is a joint process and that a policy reflects a combined and

comprehensive consideration (Underdal, 1980). Comprehensiveness of policy input usually benefits from the development of comprehensive and easily accessible information in all the jurisdictions. Moreover, sharing geographic technologies and tools are valuable for supporting policy integration because it allows policymakers to evaluate alternative policies with comprehensive consideration of both flood mitigation and development objectives.

The first objective of this paper is to investigate whether existing GI and GT base could serve as a medium for policy integration of spatial planning and flood risk management. To this end, we first review existing studies and projects on GI and GT implementation for spatial planning and flood risk management. Following from this review, we suggest that current spatial data infrastructures could be improved if by including functions for sharing decision support and analysis tools and propose the development of Spatially Integrated Policy Infrastructure (SIPI). Thus, our second objective is to conceptualize SIPI in order to design and develop its prototype. Following our conceptualization, we apply a design research methodology to design and develop a prototype of SIPI. In this study, we use the River Dodder catchment in Ireland as our case study area and collect data from three sources: a) review of planning and flood-related policies, b) interview with key players and technicians, and c) desktop research on existing spatial planning and flood management geoportals. We use qualitative approach (Figure 1) to analyze our data and inform the design of SIPI, including its goal, functions and components. The analytical methods employed include content, thematic and descriptive analysis.

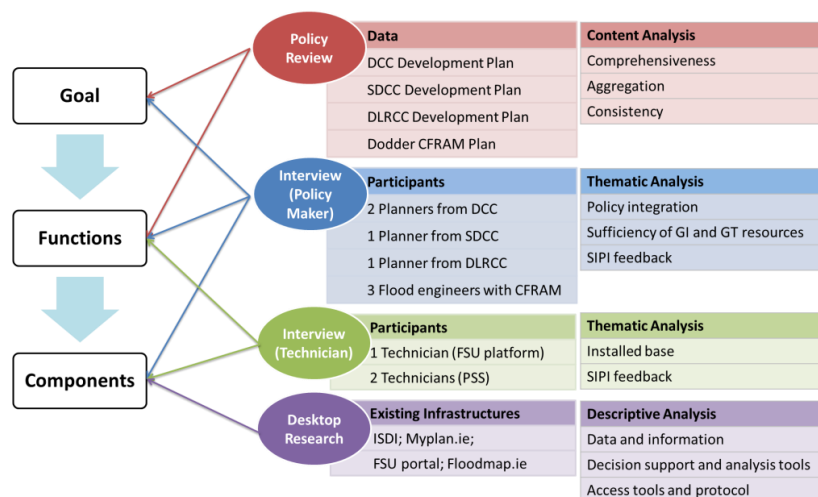


Figure 1. Data sources and analysis applied to inform the design of SIPI

Emerging from our data collection and analysis, we design the Spatially Integrated Policy Infrastructure (SIPI) to: (1) Provide easy access to flood and planning data, (2) provide tools to assess different development scenarios based on their impact on flooding, and (3) encourages more realistic development scenarios. To provide easy access to comprehensive policy input, SIPI should possess a function of database and web-portal to visualize and identify information in the database. In addition, SIPI should allow and encourage users to input alternative development and flood scenarios. SIPI facilitate the assessment of these scenarios by providing tools to overlay information, predict land use changes, and simulate flood events. This paper also describes the components of the SIPI prototype. We identify the datasets to be shared by SIPI through a Web-GIS portal. Finally, we select a land use model and flood model to achieve the function of prediction, simulation, and evaluation. These components will be evaluated for their contribution to policy integration and comprehensiveness.

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Using environmental issues to stimulate placemaking: local initiatives in the first climate resilient neighborhood in Copenhagen

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This paper explores the use of environmental issues to stimulate placemaking in urban areas challenged by socio-environmental matters.

Considering that placemaking is a collaborative process by which one can shape public spaces in order to maximize shared values, it can involve more than just promoting better urban design, but also facilitating innovative patterns of use, with particular attention to the physical, cultural, and social identities that define a place and support its continuous integration with the city (Jacobs 1961; Altman & Setha 1992; Gehl 2010).

In recent years, citizens collectives concerned with socio-environmental issues are starting bottom-up initiatives all over the world. Often, they start from creative individuals who share values and ideas with groups and practice placemaking, as well as other temporary projects that connect local citizens in a transdisciplinary and collaborative network. Mostly, they are people who are able to establish connections (Boonstra 2015). At the same time, local authorities in Europe are looking for effective urban renewals moving toward sustainable regeneration in urban areas (URBACT 2015). Environmental issues are increasingly being used as an integrative core for social and economic dimensions through local authorities' top-down strategies

combined with bottom-up citizen initiatives (Friedman & Weaver 1980), through a sort of bottom-linked citizen participation (Eizaguirre et al 2012).

Based on collaborative planning approaches and looking for innovative design and planning solutions that contribute to social and spatial change, new strategies seem to emerge which combine horizontal and vertical approaches and a diversity of actors to reach better results for neighborhood planning. Commonly, it involves participatory processes that merge local inputs with technical contributions in integrated urban renewal projects, driven by local authorities. In this context, a recurring argument is that solutions for environmental challenges also hold potential for improving place and social cohesion (Novy et al 2012; City of Copenhagen 2011).

This is a central concern in the discussed case of the redevelopment of Sankt Kjelds Kvarter into a “climate resilient” neighborhood in Copenhagen, through a five years municipal area renewal programme. Its starting point was a Neighborhood Plan (2011-2015) made by Østerbro Local Committee and passed in the City Council and the Ministry of City, Housing and Rural Areas (2011), competing with other neighborhoods to improve worn down public spaces, physical building adaptation needs and social indicators such as arising social problems, along with increasing unemployment rates and poverty. Furthermore, according to the committee, many streets, sidewalks, squares and green areas appeared worn down. The winning proposal of an architectural competition conducted in conjunction with the area renewal programme in 2011, raised the issue of climate change adaptation and, in particular, storm water management (Europas 2011). This coincided with a cloudburst in July 2011 which created damage for 6 billion Danish kroner (\$ 1.04 billion) in Copenhagen and was followed up by a comprehensive Copenhagen Climate Adaptation Plan (2011) for the city, of which the development of the climate resilient Sankt Kjelds neighborhood became an important part. This ensured further funds for the area renewal programme to solve storm water management issues which have been applied to develop collaborative solutions which also create more attractive public spaces and stimulate new activities and uses.

In the case study we have applied a qualitative multimethod approach combining document studies of strategies, plans, minutes of meetings etc., and

interviews with 15 core actors from the development project: project managers, entrepreneurs, citizen representatives and individual citizens. Actor-Network theory (ANT) was inspirational in comprehending the networks of collaboration and the role that 'non-human actors' played in the entire project (Latour 2005). Among diverse subprojects, the chosen ones for this investigation were Tåsinge Plads, a re-designed public space from a "dog's toilet to a family friendly meeting place, through diverse temporary projects, place activation and cultural events, planned by the Local Committee. And Østergro, an urban rooftop garden, thought by three visionary young people who proposed an urban farm project and had initial support of a local green activities fund and support of neighbors stakeholders. This sort of process tracing helped to reveal part of the strategies used since the conceptual plan, the visions for the neighborhood, the phases of social participation, the inputs for the program by the locals, the phases of design, and the implementation of some sub-projects, while the focus was the link between the participation process and the design results.

The findings from this case study suggest that environmental issues can be treated as potentialities to stimulate placemaking, while technical solutions are developed in parallel to solve specific and complex project demands. In this particular arrangement, it was important to support a diversity of actors, organized through representatives who have shared responsibilities in the development and implementation of crucial activities, cooperatively, but always linked to the steering committee.

It also concludes that the environmental dimension of an urban renewal project may potentiate interests, partnerships, collaborators and more economic efforts to ensure the implementation of a design that qualifies the space and enables the use of tools that intend to support social transformation in medium and long term. Its effects in a coherent and consistent urban planning context reveal that placemaking stimulated by climate adaptation aims combined with collaborative planning within a transdisciplinary approach can be considered an actor for social cohesion and public life. These issues are complementary contributions that go beyond urban resilience as a metaphor applied to environmental challenges, but towards the rescue of solidarity between local people, activated by means of green and cultural activities.

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Urbanization of slums in permanent preservation areas in urban areas in the Amazon region as a socio-spatial equity instrument

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This proposal intends to discuss the need to adopt new urban parameters and environmental sanitation in urban projects of slums in Permanent Preservation Areas (PPAs) in the Amazonian context, focusing on the city of Belém (capital of Pará State).

In a city whose historic urbanization process is so closely related to the conditions of the river system in the landscape, it can be inferred that there is conceptual elaboration possibilities of relations between urbanization and water. In the case of the city of Belém and its regional surroundings, the varied territorial forms that accompanied and expressed this process of urbanization exhibit structural components of this historic relationship.

Belém is located at the confluence of the Guamá River with the Bay of Guajará, intersected by several water courses and flooded areas. These geographical features proved to be an important factor in structuring their urban space and ended

up representing a hindrance to urban expansion of the city, requiring a constant "struggler" against the wetlands (PENTEADO, 1968; MOREIRA, 1966). On the other hand, the urban conformation of Belém structured "interstices" which, especially during the twentieth century, led the design of the lowland areas, which manifest the first characteristics of housing informality design developed today: physical precariousness of housing, the lack infrastructure, lack of regular subdivision and land irregularity. This process follows a Brazilian tendency with respect to the pattern of occupation of slums, from which the urban poor would be set, usually on public land, devalued, inadequate, fragility/environmental protection (BUENO, 2009). The strategies of occupation of these areas by the poor families include intensive land use, occupying the wetlands through construction adapted to the Amazon floodplain as the "palafita" and "estiva" under high constructive and population density in consolidated urban conditions.

We identified a problem in how to treat such areas of urban and environmental qualification perspective as can be identified from the results of sanitation interventions and roads in different areas of marshland in Bethlehem in recent decades. Studies of interventions in marshland areas in Bethlehem (ARAUJO et al, 2012; RODRIGUES et al, 2012) have revealed playing a great difficulty handling PPAs in consolidated urban areas, so that not existing legislation, federal and local, can steer properly treating such areas nor technical measures put in place by the government have solutions to reconcile the conservation / environmental recovery with the qualification of urban space.

In general, the urbanization and sanitation projects carried out in slums in Belém have been interventions for urban drainage solutions that, in general, have no major innovations, even in places where physical proximity to watercourses could suggest the non-structural adaptation measure drainage, desirably associated with the urbanization project. In these projects there is no evidence on the use of Permanent Preservation Areas (APP) as spaces for environmental remediation or as a means of wider qualification of urban space and collective ownership.

We intend to demonstrate by analyzing the solutions adopted in development projects in areas with these features already implemented and ongoing, that the accumulation of achievements already made in Belém little progress in the search for technical and design solutions in order to reconcile the urbanization of such settlements and environmental preservation.

The absence or deficiency of incorporating these design positions redounds thus increasing environmental impact of interventions in reducing the local population living maintenance possibilities and consequent potential increase in population to be relocated in this case by one criterion the greatest impact on the urban design of interventions. In this sense, it is necessary for several reasons, a review of design patterns and territorial planning guidelines for interventions in Belém that reveal themselves in need of more consistent technical criteria and mainly articulated urban planning and metropolitan (CARDOSO, 2011), committed to the ideals of urban reform and equitable distribution of the benefits of urbanization. Complementary actions of recovery in margins and riparian vegetation as well as the production of common use areas integrated into rivers are prospects for the production of a new pattern of urbanization more comprehensively with the natural environment and the regional culture.

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The implementation of small-scale, community-owned wind energy: a policy analysis in Flanders, Belgium

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Context

Since the liberalization of the EU energy market in 2003, roughly 75% of the Flemish energy sector is owned by large foreign corporations (Vinck, 2007). Compared to other EU-countries, the production of wind energy in community-ownership remains fairly limited at a share of 3.8% (Sansen, 2014). Coupled with a declining local support base for the implementation of wind turbines, the future of a comprehensive energy transition with an inclusion of social and cultural components remains uncertain (VILT, 2012). Researchers stress that a range of pressing sustainability-issues nonetheless require a radical reform rather than a gradual transition within the contours of the current system. They call for a co-evolutionary approach: a successful transition requires a system-wide approach for the creation of sustainable and structural support at the local level (STRN, 2010).

The implementation of wind energy in Flanders is at the crossroads of different policy levels, causing clashes of interest and therefore serving as a striking example of the difficult (social) energy transition in the region. Firstly, issues surrounding the location of wind turbines exceed the local level by the increasing capacities and height of wind turbines. Both the Flemish government and the subordinate regions claim their stake in the debate and policy-making, each with their own approach for realizing the pressing energy transition. Secondly, the benefits of wind energy are primarily situated at the macro-level, in the form of carbon reduction and the achievement of EU objectives, while disadvantages in turn are for the local residents at the municipal level in the form of noise and visual pollution. These contradictions and conflicts highlight the need for a coherent spatial policy at all levels in consultation with the various actors involved.

The current paper presents the key findings of an analysis of the Flemish wind energy policy and its consequences for the implementation of community-owned wind energy. This small-scale form of implementation has earned a considerable amount of attention from the international scientific community and is considered as a valuable option in achieving a sustainable energy transition in environmental, economic and social terms. Against this backdrop, a review of the existing barriers and opportunities for the development of community-owned wind in Flanders is in order.

Method

The paper starts with a literature review, in which the main conceptual methods used in this research field are combined into a hybrid framework useful for the analysis of the spatial policy for wind energy in Flanders. First, an overview of existing definitions and categorizations of community-wind energy are presented, mostly derived from research carried out by Walker (2008), Bolinger (2001) and Jansen (2009). The resulting combination of relevant categories is subsequently used to perform a single case study-analysis for Flanders. For each category, the inherent characteristics are presented regarding spatiality, structure, process and result. Special attention is devoted to the degree of involvement of local residents, as this is considered to be an important driver in delivering sustainable support for the implementation of wind energy.

In a second phase, the possible barriers and opportunities regarding the implementation of community-owned wind energy are identified. A distinction between legal, regulatory, tax, market, technical, cultural and spatial barriers and opportunities are made in order to achieve an extensive overview of existing drivers and policy measures at the international, national and local levels.

This grounded theory approach (Verschuren & Doorewaard, 1999) is then complemented with several in-depth interviews and subsequently crosschecked for validity with desk research of the relevant policy reports. This method results in a clear-cut identification of the current barriers in Flanders influencing the implementation of community-owned wind energy, together with a presentation of possible alternatives derived from different policies abroad.

Results and conclusions

Community-owned structures have proven to reduce existing opposition by local residents against the implementation of wind energy. In Flanders, this local resistance has often led to substantial delays in the planning process. This study produces a systematic overview of the existing structure of the Flemish wind energy market with respect to small-scale community-owned wind energy, and thus provides a clear overview set of the current barriers and possible alternatives.

The conclusions of the study can be summarized as follows:

- Community-owned wind energy in Flanders can be realized through three approaches: the community-led approach, the developer-led approach, and through an investment fund.
- The most advanced approach of community-ownership, the community-led approach, has the highest potential to create local support for wind energy because its structure inherently implements various participation components. The wind energy project is locally initiated by the community, and citizens remain actively involved during its development and management through financial participation.
- An analysis of the existing community-owned wind energy landscape in Flanders shows a dominance of the developer-led approach. In this case a project is generally initiated by a large-scale wind developer, while involving citizens nationwide by providing financial shares. Some developer-led approaches, however, provide additional room for participation. With some minor exceptions, the community-led approach remains non-existent in the Flemish context.
- The dominance of the developer-led approach is the result of some persistent barriers for small-scale wind energy. The main barriers are situated within the market structure and spatial policy of Flanders.
- In today's liberalized market economy, small community projects have some distinct competitive disadvantages compared to commercial developers. Large companies tend to rely on capital reserves and are able to enforce favorable conditions when needing credit. Smaller projects are largely dependent on the earnings generated during the sale of electricity. Thus, the type of support mechanism imposed by the government, and its ability to create security of

investment, plays a major role in the viability of small community projects. The current Green Certificate System however, with more than 20 reforms in the past decade, has had its difficulties in creating a stable energy market (Bollen, 2011).

- Spatial policy can exert both a direct and indirect influence on the implementation of small-scale wind energy. In the past, this was achieved by means of a structured plan, confining the siting of wind turbines to only a few locations according to a precise set of criteria. Since 2009, however, some criteria were dropped in order to increase the development rate, which resulted in a chaotic pursuit for available sites on agricultural land, sold to the highest bidder (VWEA, 2013; Callens, 2013).
- In the current regime, only the developer-led approach is able to compete with large-scale commercial developers, due to its ability to mobilize a higher number of participants on a national scale.

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“Nova Belém”: the urban expansion and its environmental conflicts

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The urban concentration in slums is a worldwide problem. Characterized by high demographic rates, poor or informal housing, inadequate supply of drinking water and sanitation, and insecurity of residence tenure, urban slums are present in both developed and underdeveloped countries. The structuring of slums often vary according to the environmentally fragile areas prevalent in each location. Corresponding to 78.2% of the urban population of underdeveloped countries (compared to 6% in developed countries), it presents its third largest demographic index in Brazil, with 51.7 million of slum dwellers. The steep cost of urbanized land, combined with the low purchasing power of the population and the lack of affordable housing alternatives in the formal market or the failure of housing policy for the poorest families, are factors that have driven a large mass of the population to occupy areas environmentally fragile and unsuitable for housing. The very logic of production of the built environment and access to land in the city, results in the formation of slums.

In Brazil, the overwhelming majority of households in slum areas are concentrated in metropolitan regions (MRs) with Belém among the three metropolitan areas with the highest slum population of the country. In this city, the physical characteristics of the site determined the structure of its urban space. Mostly, these settlements are located in flooded or seasonally flooded areas, being ordinarily called *baixadas* – lowland in Portuguese, characterized by high density, pile dwelling buildings connected by “estivas” (wooden bridges), precarious urban infrastructure and serious environmental problems, for using waterways as sewage and debris destination. In 2010, more than half of the MR population lived precariously. Belém

has the largest number of households in these conditions, 66%. The downtown area is the one with the best provision of services and infrastructure, being the most valuable as well. “Favelas” have become the reality in Brazil and worldwide, but the *baixadas* from Belém exhibit a peculiar case because are the junction between the “concrete city” and the *Ribeirinhos*¹ traditional techniques in a wide intensely dense space.

From this perspective of slum formation and specific cases in environmentally fragile areas, this study aims to address the structuring of a recently called area of “Nova Belém” (“The New Belém”) situated in the expansion area of the state capital. Structured from the Augusto Montenegro avenue, this area is suffering an accelerated urbanization process, due to the real estate valuation since 2005, when there is a merger between the financial and real estate capital, which incorporates the national real estate circuit. Although, focus is more extensively from the year 2009, boosted by the housing program “Minha Casa Minha Vida” (MCMV) from the Federal Government. By the end of the last century, slums and large green masses occupied the area in question, predominantly. As it is located in the intercity axis connecting between the urban district of Belém and Icoaraci, it was target for years of a spontaneous occupation, but still had many empty land plots subject to speculation.

With the real estate “boom” that occurred a decade ago, numerous housing developments spread across the axis of Av. Augusto Montenegro, causing conflicts with the illegal occupation existing on site. This capitalist phenomenon of urban occupation, secured the interest of the elites who took up residence in the most valued areas with infrastructure, while that directed the people of low income to poor infrastructure areas without sanitation and exposure to environmental risks. The area received a boost in their occupation by the federal government policies aimed at expanding housing finance by encouraging the construction of residential projects for the population as well as real estate, trade and services. Thus, large enterprises have

¹ “Ribeirinhos” is the name given to the traditional people that inhabit the riverbanks, in wooden houses supported on stilts over the river itself, and practice artisanal fishing. Commonly found in Amazon, this population often, in some cases, works with the cultivation and periodic extraction, whereas cultivation is varied and the local economy works of season's product sales.

moved to the borders of the avenue, consolidating a new city center. This new pattern of land use, encouraged by the real estate capital has been promoting the development of this area, making it an investment target in urban services.

The old periphery and region of the largest areas of informal occupation of the city was named "Nova Belém" ("The New Belém") advertising slogan widely used, associated with the projects launched in the region. The incentive for the establishment of trade and services at the Augusto Montenegro venue is associated to the need of the private sector together with the government aimed at ensuring an effective demand for projects that have been launched in the area, ensuring the development of the city's expansion area. Thus, part of the population installed in informal housing has been relocated for the construction of new projects. The non-capitalist modes of production and forms of social organization are gradually replaced by the market for not meeting the profit dynamics of capital that appropriates areas, taking advantage of the relative state failure and low mobilization capacity of low-income populations located in these regions. This inequality is caused by multiple undemocratic processes of development and policy implementation through discriminatory rules that produce disproportionate impact on different social groups. We intend here to discuss the existing precarious situation on the site from the space formation mechanisms in the light of the environmental justice concept.

Bottom-up energy transition. An analysis of successful and failed niche projects as basis for an energy transition as an overall social learning process

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The energy transition is one of the most complex transformation processes of this century. In view of the threat of climate change, the energy supply system, developed over more than a hundred years, with its energy supply chains and energy consumption patterns is planned to be largely replaced by a new system protecting the climate and the environment by the year 2050. An optimisation of the existing system alone will not suffice to reach the necessary climate protection goals. Due to the accelerated phase-out of nuclear power in the wake of the reactor accident at Fukushima in 2011, time pressure and the need for action in Germany are particularly great, since the shut-down of nuclear power plants leads to an increasing combustion of coal for power generation, which has negative effects on climate development. The large energy supply companies have so far invested very little in the expansion of power generation from renewable energies and economically still strongly depend on their fossil fuel-based power plants. Since it is not yet clear which new technologies are suitable for renewable power production - especially for the energy transition - and will establish themselves in markets, they are holding back large investments for the time being.

The question, however, is: With which actors and groups of actors can an energy transition be promoted in view of the tight time frame? And how can and must these groups be supported to make success more likely? Until now, it has been the citizens and private investors in particular who have invested in power generation from renewable energies. Contrary to large-scale projects with high investment costs and long planning periods, the cooperation of niche actors and regime actors (in the sense

of the multi-level perspective) can serve to realise projects in a smaller size, and in a less expensive and faster manner. Since it is not yet foreseeable which technologies and forms of cooperation are the most promising for implementing the energy transition, various alternatives must be tested. Small social niches could, in this respect, serve as lab spaces for the transformation process of the energy transition. For planners and politicians, the bottom-up energy transition approach creates the possibility of simultaneously testing different solution approaches in a trial-and-error process, and thus promoting the energy transition. This path can be faster and more promising than to push for the expansion of large-scale infrastructures. Moreover, this allows to diversify the risk of misinvestments, while possible setbacks and failures can thus be more easily compensated in society as a whole. However, here too, a rethink in the culture of planning must take place.

Since the success of projects in the transformation process of the energy transition cannot be predicted, it is not only the successful projects that contribute towards the advancement of the energy transition; the failures too are an important part of this process. The energy transition is a learning process and must also be understood as such in planning. The knowledge exchange between project initiators, administrations, policy, companies, and planners must be strengthened to accelerate an energy transition. This paper demonstrates, with reference to various case studies, how successful as well as failed initiatives and projects have advanced, supported or countered the energy transition. The selection of projects is intended to cover the range of planning levels in which individual or groups of niche actors become active. Therefore, exemplary projects with different numbers of project participants are examined. This includes the individual use of renewable energy sources on one's own plot of land, extending up to the collaborative generation of power in a quarter or even a region. In doing so, the focus lies on German projects, complemented by case studies from other European countries with similar political, social, and economic framework conditions. The following questions are examined more closely: Why were projects successful and why did they fail? Where do project initiators and project implementers require support on the part of policy or the economy (regime actors)? Where, how, and by whom was it attempted to counter project implementation? What

type of resistance and endorsement existed for the projects? What consequences result from this for other energy transition projects? What technical and social innovations were applied and/or developed in a given project? It is ascertained which insights can be used as a basis for the development of guidelines for the learning / planning process of the energy transition.

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Neighborhood-scale climate adaptation: improving community resilience to urban heat stress and air pollution

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Planning organizations throughout the United States are attempting to mitigate and adapt to the imminent consequences of a warming planet. Cities pose an immediate threat to and opportunity for improving the capacity for socio-ecological resilience to climate-induced impacts to citizens, businesses, and society at large. Indeed, with the majority of humans now living in urban areas, a critical policy and planning mandate is to develop effective approaches to reducing emissions of climate warming gases, and ameliorating the impacts to those most impacted by climate change, particularly extreme weather events. While mitigation of green house gases (GHGs) is well underway by many cities in the Western Hemisphere, adaptation strategies are only emerging (Adger, 2006). Moreover, there are mechanisms of planning and policy that directly reduce the implications to the health and welfare impacts of climate change on urban citizens, and especially those who are least able to cope with extreme climate events (e.g. flooding, urban heat islands, tropospheric ozone, etc.). To address these challenges, planning organizations seek to understand approaches effective in reducing vulnerability and improving resiliency of local communities.

Understanding urban space with the socio-ecological system model, our paper assesses human vulnerability to heat stress and degraded air quality (Cutter et al. 2006). Our work entailed engagement of local planners, community organizers, and researchers in a process of *co-production of knowledge* that paired a local university with regional stakeholders. Few studies combine a collaborative and participatory model with data-intensive mapping exercises that forecast the social, environmental and economic impacts of alternative spatial options. To ground our approach we

examined conceptual descriptions of vulnerability and the extent to which human communities are impacted by urban heat stress and degraded air quality. Our efforts focus on the formally adopted ‘Climate Action Plan for the City of Portland, Oregon, a municipality known for having written the first climate plan in the United States, and for its continued development of approaches focusing on adaptation. Cognizant of three dimensions of vulnerability – exposure, sensitivity, and adaptive capacity – we engage local stakeholders in assessing Portland neighborhoods, sub-systems of the urban socio-ecological system, for climate-induced stressors of urban heat, land-use and urban form specific to air quality, interaction of the two, and specific ‘hot spot’ neighborhoods experiencing both McLaughlin and Dietz, 2008).

We integrate data from stakeholder workshops with empirically derived high-resolution urban heat island geography with corresponding air quality assessments, as well as datasets describing the socio-demographic and built environments. The resulting map series provides an intra-urban comparative perspective, then further integrated with relevant land use, land cover, transportation, and other data through a regression-tree analysis to identify specific stressors by neighborhood. The identification of neighborhood-scale stressors, for example, urban heat islands within socially vulnerable areas, enables stakeholders to gain leverage for adaptive strategies in the short- and long term. The results are captured in an interactive, web-based tool, which allows individuals, communities, and relevant public and private organizations to query and assess the urban heat and air quality of a specific neighborhood. We conclude with discussion of the organizing principles that enabled a co-production model to be implemented in the Portland region. Although our paper focuses on Portland, the process we have developed for engaging researchers and planners is generally applicable, as are our findings.

As an ultimate outcome of this project, we intend for community resilience plans to usher in an adaptive future wherein human well-being in cities is not only protected, but also improved, in the face of intensifying climate hazards. A practical and conceptual turn that portends this development is a “monitoring and phasing” (ibid.) approach to adaptation planning. Namely, in a recent paper, Abunassr and colleagues (2015_ argue that adaptation planning should deploy mechanisms of monitoring and

phasing in order to overcome barriers of temporal uncertainty in climate change forecasting. In their prescriptions on planning, they center “no-regrets” policy options that address an immediate need and also incrementally rebuild social and physical infrastructure that recursively improves adaptive capacity.

The output of the first phase of our co-productive effort yielded synthesized, visually comprehensible, and geographically specified analysis of the factors of vulnerability as conceptualized by expert stakeholders. We recognize, however, that even with the multiplicity of data used to create them, these maps reduce the landscape to readily measurable dimensions and cannot describe the phenomenon as experienced by human subjects. As suggested by the heterogeneity of patterns by which vulnerability, or more accurately, its risk factors, presents itself on the city’s socio-ecological landscape, there is wide variety in the mechanisms by which vulnerability operates as a phenomenon. It is impossible to make informed decisions on planning for resilience without understanding the diverse means by which vulnerability presents socio-ecological problems in human experience.

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Climate change and planning: the risk of aggravating socio-spatial exclusion

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Statement of the problem

Throughout its evolution, urban planning has assimilated environmental thinking and the concept of sustainability. Now, climate change is affecting all human activities and, as should be expected, is also affecting the spatial planning in both theories and practices. At first, planning has incorporated the concepts of mitigation and adaptation, moving forward, then, to the notion of urban resilience. More recently, planners begin to understand that, like the environmental issue, the climate issue is also, in its essence, a social issue, inseparable from equity and social justice.

The intensification of extreme weather events and the acceleration of global climate change add urgency to the environmental debate, bringing challenges and opportunities that require a temporal and geographic cross-scale approach to coordinate global and local actions over several generations. Climate change, and the adaptations resulting therefrom, tend to reinforce the concentration of wealth and power, alienating local populations and increasing their vulnerability. In a stratified world, with asymmetrical power systems, the lack of understanding of the consequences of mitigation and adaptation to climate change may inadvertently reproduce or deepen the damage they aim to fix. So that interventions can be locally relevant, adaptation and climate mitigation should promote environmental justice in the form of rights and representation - empowerment of local people.

We noticed with concern that, frequently, the actions to adapt to climate change adopted in our cities are actually increasing the risk they should reduce. In addition to consuming scarce public and private resources, and a precious time of reaction, these bad adaptations cause, tragically, a false sense of security that only increases the danger to which the population is exposed.

The cities, which should provide security and opportunity, are transformed into traps with immense potential for disaster, especially for the low-income population - one that is at maximum environmental risk as due both to the occupation of risk areas, and for their lower response capacity to disasters.

Objectives

This study aims to analyze the evolution of recent urban planning practices under the influence of the climate change debate, and investigate the manner in which planning structures, the planning legislation and urban projects are being affected by the occurrence of more serious and frequent environmental disasters.

Methodology

As methodological procedures, we adopted literature review; research of planning and civil defense structures, with interviews and data collection on websites, publications, projects and legislation; and data collection on the press coverage of recent disasters. The territorial scope of the research was restricted to the major cities of the southern and southeastern states of Brazil: Rio Grande do Sul, Santa Catarina, Paraná, São Paulo, Rio de Janeiro, Minas Gerais and Espírito Santo.

Main Results and Contributions

In the surveyed cities, water has been a major concern, either by its scarcity in periods of prolonged drought; or for its excess, causing floods and landslides. New planning practices should be adopted to live with this scenario. The main results of the research were that there is a remarkable breakthrough in the perception of climate change in public administrations, but much more focused on disaster response and reconstruction than on prevention with urban planning. There's a whole new regulatory framework on climate change and on risk reduction and disaster, but little dialogue with the urban legislation. The structures of the civil defenses were strengthened, improving disaster response capacity, but, with rare exceptions, urban resilience and prevention of disasters don't emerge, yet, as a strong guidelines in urban planning. On the contrary, the reconstruction works, carried out with public funds and without bidding processes and environmental licensing, in the exception regime of the state of public calamity, tend to disregard the Master Plans and prepare a trap for the next disaster.

The human action must accept that there are limits to the development and respect the carrying capacity of the natural environment.

Our contribution to the discussion of this issue is to strengthen the alert to the need to act preventively through urban planning to mitigate climate change; to adapt cities to the inevitable effects of climate change and to prevent climate change from generating more exclusion and socio-spatial segregation. Mitigation may be sought by reducing the emission of greenhouse generator gases (eg with multifunctional zoning which reduces displacement and with priority to public transport and non-motorized modes) and the increase in wooded areas. Adaptation can take place with the removal of occupation of risk areas, with the preservation of vulnerable areas (slopes, hilltops, valley bottoms), and avoiding maladaptation works that increase the risk that they should reduce. And to prevent climate change from generating social exclusion, it is necessary to reduce the vulnerability of low-income population and not ignoring them as interlocutors in decision-making processes.

Integration of the resilience concept into land use planning in Chile: emerging lessons from the disaster reconstruction practice in the last decade

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A prime directive of land use planning (LUP) is to provide for the safe organization and use of space in urban areas. LUP. To this end regulations regarding allowed uses, intensity of use, location of use, have been applied to land in urban areas. By and large however, these regulations have been focused on how the built environment gets expressed in space. Few of the regulations have attempted to promote desired social or economic behaviors expressed as the actual (real) city versus the regulated city. In the last ten years the concept of resilience as put forward by a growing segment of the urban management organizations to expand physical safety concerns and include how land planning contributes to the well being of localized social and economic sub-parts of the urban system.

Over the past decade the country Chile has experienced many natural hazard disaster events including volcano eruptions that cut towns in half, earthquakes destroyed over 200,000 homes, massive wildfires in ravines, tsunami killings hundreds of people and disrupting commerce, and floods and mudslides causing massive disruptions to city functions and settlement systems. Each of these events has resulted in incremental improvements in the understanding of risk, and also for adjustment in the land planning system. The main question explored in this paper is: based on its experience with natural disaster events in what ways has Chile changed its land planning system to make cities more resilient and safe?

The question will be answered through examining the local and state response to four events: the 2010 Earthquake and Tsunami, the 2014 Valparaíso ravine fires (in

working class and poor areas), the 2015 Atacama floods and landslides and the 2008 Chaiten Volcano Eruption. The land use planning system in place before and after these events is contrasted and analyzed from the social economic the political economy perspective, as well as the regulatory adjusted made or attempted. The Chilean experiment with dual system of regional recovery planning after the 2010 Earthquake and Tsunami will be examined in terms of adoption by local governments and progress in constructing resilience communities. Also examined is the tension between state (top-down) approaches and community (bottoms-up) approaches. Data from government published reports, changes in national laws (Basic Law of Territorial Order) and field studies forms the empirical basis for the analysis.

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Linking climate, water demand, urban form and social norms in Hawai'i

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Climate, urbanization and ecosystem change present major challenges for the future of water resources. A major focus of water resource and climate change research has concentrated on how climate change might affect the supply of water ¹⁻³. However, just as important, is how climate change could affect water demand through biophysical and social mechanisms ⁴. Changes in temperature, humidity and/or rainfall can significantly influence evaporation, evapotranspiration and soil moisture, and thus demand for irrigation water in residential landscapes. Climate can exacerbate the microclimate effect (also known as the urban heat island) of urbanization. Residential use of air conditioning can spike as temperatures warm, which can drive indirect demand for water use. The shape, use and structure of the built and natural environment can also affect water management. For example, previous research has shown that water use is dependent on population density, parcel size, land cover, built infrastructure, and landscaping practices ⁵⁻⁷. A separate line of research has also shown that water use is likely influenced by social and economic structures, including social norms. For example, attitudes and norms toward future resources have been shown to be significant predictors of water conservation and intention to use less water ⁸.

The objective of this research is to better understand the role that social norms

play in water use and conservation behaviors. A better understanding of water conservation behaviors can provide decision makers and policy-makers valuable information about water demand management strategies. In this study we investigate the extent to which household characteristics and attitudes are associated with water conserving actions among a cross-section of residential households living in both wet and dry climates on the island of Oahu, Hawai'i. The island of Oahu is an ideal location for such a line of research. The island is the most urbanized of the Hawaiian islands with nearly one million in population. There is a wide cross-section of residential households from single-family to high-density condominium towers, and a range of microclimates from wet to very arid.

Using a household survey that we merge with billing data from the Honolulu Board of Water Supply, we consider how socio-economic, attitudinal, behavioral, built environment and climate factors are associated with water consumption patterns across Oahu. We combine survey data with parcel-level attributes on the built environment. We address several research questions, including: (1) Do more informed and water-conscientious households actually use less water? (2) Are households in more arid environments more concerned about conserving water than households in wetter climates? (3) Do households that have taken water-conserving actions, like installing low-flow toilets or drip irrigation, actually use less water? If so, how much? (4) How important are household demographics relative to built environment characteristics? (5) Is there variability in water conservation attitudes both within and between households living in high vs low density neighborhoods?

An online survey was administered to 406 residential households across Oahu. The survey asked households about water use practices both inside the home and outside the home, and differentiated these practices by housing type (single-family vs. multi-family units) and tenure type (ownership vs. rental). The survey asked questions about efforts to conserve water (e.g. installing low-flow toilets and drought tolerant landscaping), awareness of conservation programs and policies, and attitudes about more sustainable consumption practices that could be undertaken to encourage households to reduce water consumption. Monthly water consumption patterns will be estimated from historical billing data obtained from the Honolulu Board of Water

Supply. Micro-scale weather patterns are approximated using weather station data in conjunction with the Climate Atlas of Hawai'i (<http://climate.geography.hawaii.edu>). Parcel level data is obtained from the Hawai'i State GIS database.

We use multiple linear regression analysis to explore structural relationships between the dependent variable, monthly average water consumption per household and independent variables from the survey, climate, built environment and socio-demographic data.

Data is currently being processed so it is too early to discuss results. However, we expect to find variations in water use behaviors and conservation attitudes by climate, income, housing characteristics, and environmental attitudes. In addition to socio-economic and the built environment, we expect attitudes and beliefs to be significant predictors of water conservation.

Ultimately the project goal is to link water consumption patterns with socio-economic information of each household, housing and built environment characteristics, local climate, water use behaviors, environmental attitudes and attitudes to conserving water. This will allow us to evaluate determinants of water use and conservation behaviors across households that vary across climatic, socio-economic, household, and building characteristics.

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The role of non-governmental actors in the spatial development of flood risks in Flanders (Belgium): towards a co-evolutionary approach in flood risk management

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Problem

Recent challenges in flood risk management, call for the diversification of measures and the responsabilization of spatial planners and civil society in dealing with flood risks. Until recently it was the water managers' responsibility to provide protection, but it is becoming clear that increasing risks due to climate change and urbanization make sole governmental responsibility and protection financially and technically untenable. The broadening of flood risk management is aimed at emergency planning on the one hand and spatial planning on the other. This paper focuses on the spatial development of flood risks, both in terms of properties at risk, as in terms of urbanization causing increased run-off and therefore increasing flood frequencies and intensities. The actors involved in this field include residents, architects, contractors, insurers, real estate agents, etc. Therefore, it is expected that including these stakeholders can make managing flood risks more effective and increase overall resilience to flooding.

However, water managers in Flanders (Belgium), the case study in this paper, are often not familiar with relational approaches that include non-governmental actors in their processes, especially in the implementation of measures. Also flood risk management research has mainly focused on the isolated study of (mostly technical) systems. Therefore, knowledge on the role of non-governmental actors in the development of flood risks and on how they can be involved in policy-making is lacking. The question is thus how can these actors contribute to flood risk management in an

effective way, so that they not only serve the individual, but also the public interest. And how does this relate to governmental actions in flood risk management?

Objectives

This paper aims to understand the complex interactions between the different non-governmental actors, flood risks and governmental flood risk management, and how these interactions affect options for policy makers. Understanding these interactions can help the transition towards the inclusion and activation of non-governmental stakeholders in flood risk management.

Methodology

In order to analyze these interactions, different types of non-governmental actors (residents, real estate agents, businesses, farmers, insurance brokers and environmental organizations) were interviewed and a survey was conducted amongst residents of flood-prone areas in Flanders. The main questions were how these stakeholders deal with flood risks themselves, to what extent they rely on governments and whether they are involved in policy processes. On the other hand, also policy documents on the role of non-governmental actors in flood risks management were analyzed to determine what kind of involvement of these actors they envision. The different attitudes and actions are then analyzed and weighed against each other. It is discussed how this affects flood risk management options and overall resilience, and what could be done to improve their role in flood risk management.

Main results and contributions

The analysis shows that each of these actors has their own flood risk management strategy, based on their framing of the problem and possible solutions, within the boundaries of their (perceived) competences and capabilities. This strategy is not always a conscious choice and co-evolves with the context, which is for each actor composed of what others (including governments) do on the one hand, and societal processes such as urbanization, financial crises, climate change, etc. on the other. Therefore, it is not one actor (such as a government in a hierarchical structure) that determines how flood risks are managed. Rather, the co-evolutionary process between all the actors involved defines how flood risks develop and are managed.

This co-evolutionary view on the development of flood risks calls for different processes in governmental flood risk management. Inherent uncertainties and complexities related to extreme weather events and spatial developments makes linear policymaking based on cause-effect relationships and a hierarchical operational structure untenable. Within this view, policy makers need to position themselves within the co-evolutionary processes, anticipate the feedback they can expect from their decisions and adapt to this feedback when necessary.

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Municipal capital investment planning for resilience to climate change

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Capital investment plans, generated by cities during each budget cycle, determine how funds are appropriated for capital assets. Municipal managers use capital investment plans (CIPs, a.k.a. capital improvement programs) to extend the service life of assets, implement urban and economic development plans, and maintain creditworthiness. The purpose of the paper is to convey the utility and ease with which cities can adopt a method for climate-resilient decision-making that speaks to budgetary and financial officers as well as directors of planning and engineering departments. Regardless of their financial capacity, cities can use their capital investment plans to avert crises, prevent disruptions from escalating into disasters, and continue to provide public infrastructure services despite disruptions.

Though possible, most cities do not employ CIPs to ensure the resilience of their investments, or reduce greenhouse gas emissions (Whittington and Lynch, 2015). There is more than one way to build a building, generate electricity, and pave a roadway. Each fiscal year, cities miss opportunities to reduce the cost and extend the life of facilities by making those facilities climate-smart. Infrastructure investments are climate-smart when they serve the social, economic, and environmental purposes for which they were intended, while also reducing greenhouse gas emissions and increasing resiliency to any number of disturbances a city may face. Many cities of the world already possess the necessary data, and a methodology CIP has been developed through the World Bank. This methodology was recently applied by the municipal authorities in Kampala, Uganda, generating the capital city's first capital

investment plan, complete with the selection of low carbon, resilient alternatives for investment.

This paper focuses on resilient capital investment planning using the methodological framework developed for the World Bank, as applied by the Kampala Capital City Authority. The framework combines estimates of costs and losses to capital assets, with scenario planning and robust decision-making, to provide a financial indicator of the savings that accrue to the selection of a resilient alternative site, site design, or facility design for any and all proposed capital investments (Whittington and Young, 2013). The method makes use of citywide data, oftentimes in GIS, along with analyses of the business-as-usual effects of climate change, to identify and map locations at risk of climate-related events, such as flood, drought, urban heat island, sea level rise, landslide, wildfire, and storm surge. Proposed capital investments are analyzed for the purpose of identifying sites or site designs that reduce the losses forecasted from climate-related hazards. Future losses, such as damage to the capital asset and neighboring development, can be estimated and used as the basis for selecting alternative sites or site designs, and for setting aside capital reserves to use when extreme events occur.

Decision-makers in local government need to know that there are choices available for capital investment that are resilient, and that these choices are fiscally beneficial. The cost of adaptation to a world that is 2 degrees Celsius warmer is estimated to be between \$75 and \$100 billion per year, and this range will shift upward as the world depletes the global carbon budget (World Bank, 2011). Collectively, the decisions that cities make regarding project resiliency will have a significant financial impact. For city governments, the prerequisites to resilience include understanding the hazards faced by the community, managing growth and development while systematically addressing disaster risks, and adapting to the local impacts of climate change (Shah and Ranghieri, 2012, 17). Climate-smart CIP allow decision-makers the chance to see the financial and climate-specific effects of their choices, and to prioritize with this knowledge.

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Environmental justice or justification of environmental policies: a scaled discourse analysis for China's urban planning system

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This paper explores environmental discourses in planning, with special reference for China's Pearl River Delta. The environmental situation in China is rapidly developing into a crisis. Analogous to its speedy economic growth, various forms of environmental problems have worsened so quickly that incumbent officials are often unable to handle them. This is particularly evident in the rapidly developing coastal regions where rigorous economic policies are adding stress to their eco-systems which have been severely damaged in many instances. For many of them, the need to sustain economic growth at the same time as repairing environmental damage embodies a real policy dilemma. This imposes tremendous pressure on the urban planning system – the key policy tool for reconciling competing aspirations over the use of urban space.

Indeed, the past three decades have witnessed the growth of an expansive use of environmental discourses in planning, ranging from the globally stylish terms such as climate change and global warming to the locally practicable narratives such as eco-cities and sponge cities. The rising usage of these discourses may signify a growing government awareness of environmental issues. Yet, it is in no way indicative that Chinese planning has already established a role for itself as a key site, function, and orchestrator of ecological conservation. Ideas such as developing eco-cities and avoiding the use of land with ecological significance sit uneasily with the emerging role of planning as a vital means of shaping urban economic prosperity. The serious gap between policy narratives and their implementation is receiving the attention

of a range of insightful theoretical attempts. However, these existing accounts have evident theoretical inadequacies. For example, they have a tendency to apply a technically oriented approach to the neglect of the social construction of discourses and they have a lack of scale perspective to the ignorance of forces working at multiple scales in discursive production.

In this paper, I intend to go some way towards meeting these deficiencies in academic inquiry. On a theoretical front, the 'scaled discourse analysis' will be used as a construct to 'denaturalize' the notion of discourses being technically articulated to tackle local environmental problems and/or to accomplish demands imposed from upper level governments. To this end, I combine the merits of both the political-economic tradition and the post-structuralist approach to argue for a more circumspect inquiry into the material production and the epistemological construction of scale in understanding environmental discourses in planning. Most of current scholarly work mainly focuses on western cities. This paper will be an interesting addition to the Asian context. Empirically, by using selected cities in the Pearl River Delta as case studies, the paper will assess the process of the inclusion or exclusion of particular environmental discourses in their master plans. A twofold dimension will be emphasized. The first dimension relates to the material production of scale in discursive processes. It invites us to consider how notable scalar agents invent political projects and initiatives to influence and control the scalar relations regarding environmental governance in planning. The second dimension probes deeply into the epistemological construction of scale – the strategic deployment of scale by various actors to justify their social practice.

This paper concludes that the surfacing and the ensuing reconfiguration of a particular discourse in planning is the outcome of a discursive contest between an assortment of political actors at multiple spatial scales. It also reveals that these discourses acquire their persuasive power through mobilizing scale to frame and institutionalize how the world should be observed.

Red Light Area, Ward number 14, Silchar, Assam, India: a review and solution

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Keywords: Red Light Area, Planning Interventions, community-led intervention

Silchar, the second largest city in the state of Assam, India in terms of population and municipal area houses near 1000 commercial sex workers (CSW) with families in decades-old organized red-light area. It is located in the Nagapatty area in ward number 14, heart of Silchar city with around 15 brothels. During the British rule in India this area was used by the English Planters and then during World War II local girls serviced soldiers. Still today military people from different camps visit the red-light area for entertainment purpose, which is why it is still running today. There is popular demand that the red light area should be uprooted else flesh trade will not stop and more girls would fall victim to illegal prostitution. Children, in the age group of 8-13, are trafficked or left at brothels in Silchar's red light area and are forced into illegal prostitution. The red light area is just 200 meters away from Silchar Sadar police station and the illegal flesh trade racket has now flourished in connivance with police.

Red light area in big cities in India has gathered attention and many NGO's are working directly or indirectly for them. In 2012, Assam government has directed the social welfare department to carry out a survey to ascertain the actual number of inmates, their age and health condition. Recently, Unicef and the Assam State Commission for Protections of Child Rights (ASCP CR) have started working on an action plan to help children of female sex workers in the state to benefit from various

government welfare schemes. It has been found that because of the stigma associated with their profession that most sex workers keep away from availing the services and schemes of the government for them and their children. There is an immediate necessity of rehabilitation of the children living in the red light area and to improve their education, health, living condition, self-confidence and dignified livelihood.

This Paper discusses the present condition and scope for planning intervention in the Silchar red light area. It also intends to find solution for community-led intervention for improving the health status of the CSW and their families. Furthermore, it looks at the possibilities to empower CSW to break barriers and fight for their individual and collective social, economical, and political rights.

Architecture and urban planning: creating a new place for women

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The presence of women in Architecture and Urban Planning schools isn't something new; Brazil had its first female graduate in architecture as early as 1908. Over time, women reached the numerical supremacy in this field. Nevertheless, being majority over their male colleagues does not prevent these professionals from having considerably lower incomes, or their works from being less prominent.

If we hope to shape our cities into more inclusive environments, which take into consideration the multiple contexts and needs of its citizens, we must listen and acknowledge all kinds of experiences. The sexism in the field not only backtracks women's careers, it also makes it harder for them to give extremely important input as knowledgeable professionals. To this day, the main voice behind planning and urban politics are those of men.

Therefore, this paper will cover analyses and conjectures about the context and the social processes that have contributed to establish the situation women architects are currently facing in Brazil, where the sheer power of numbers is not enough to prevent them from being sidelined. These analyses were grouped into three distinct categories named "myths".

These proposed axes – elaborated after reading and analyzing multiple sources – were the ones considered essential to the better understanding of the place created for women in this field of knowledge. The choice of the term "myth" to name them derives from the understanding that those are anachronistic and outdated concepts, detached of today's reality, although they still have a great impact on people's daily lives. With this in mind, their approximate time of genesis are pointed out (when possible) as well as the context of the correspondent era, leading to a process of

deconstruction that aims to encourage a reflection and, thereafter, a discussion of new standards for our professional practice.

The first one (The Myth of Domesticity) deals primarily with the question of whether in fact women are grouped into specific less prestigious areas; and how “spontaneous” could this grouping possibly be. In able to do this, we observed the construction of the public/private dichotomy versus the male/female one, a tradition that dates back to the Industrial Revolution and, despite being already outdated, remains to this day a fundamental part of the organization of society and the prevailing gender roles.

The second axis (The Myth of the “Lone Genius”) brings forward the issue of the perceived low importance of work done by women. If women are concentrated in a line of work seen as inferior, they will certainly face more difficulties in standing out through their production. However, this does not explain the existence of many men who are easily able to reach notoriety doing similar work. To get a better understanding of this situation, it was necessary to go further and seek out the roots of a behavior that makes almost impossible for women to be recognized as truly autonomous creative individuals. “Genius” is a concept understood as exclusively male; a title somewhat inaccessible to women. This way, we are conditioned to consider women's contributions not as relevant as those of men (or not relevant at all); when it proves to be impossible not acknowledge such contributions, there is a tendency to attribute them to a man, rather than the rightful woman behind them.

The third and final axis (The Myth of the “Ideal Worker”) is about the so-called women's “double burden”, its standardization and how it affects their professional practices. Through the collected data, it was shown that the historical social division of labor – where women are expected to take care of their homes and, eventually, also of some members of their extended families – isn't suited anymore for today's family configurations. The “heterosexual couple with children” model, where the man is the only financial provider and the woman is only caregiver, has given way to a myriad of other settings in which the woman often gets overloaded with multiple tasks and, frequently, the professional area of her life takes the toll.

These routes of investigation were established at the very beginning of the research work, as different layers of the answer pursued for the initial questions posed, and have changed little since then. The only approach adjustment occurred in the second axis, which in its final version tackles the concept of the “lone genius”. Initially, the focus would be on partnerships between (heterosexual) couples of professionals and the greater mediatization power of monumental buildings, and how these aspects affect the visibility of women in the profession. Both are touched only marginally in this paper due to the later understanding that these are not causes, but side effects derived from the artist’s “deification” process.

With this work’s completion, we expect to reach a better understanding of the exclusionary processes women face in the profession, causing the readers to reflect on the ingrained sexism existing in the field, and how this is limiting for all professionals involved, regardless of the gender which they may identify themselves with.

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Separation and rising conservatism: an assessment of Istanbul at the city center and periphery

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City centers constitute the beginning of the urbanization adventure for migrants. The centers of the large cities of developing countries in particular are areas where all sorts of urban facilities are found in the greatest density. The use of the dilapidated and derelict housing stocks by migrants has always created an affordable environment for their process of urbanization. The diversity, quantity, and relatively high quality of the facilities located in the city center also supports the urbanization efforts of these groups.

However the development, transformation, and renewal processes of these areas that have emerged as a result of the pressure of globalization that has begun to be experienced particularly in developing large cities weakens the relatively advantageous position of migrants in the city center. The rise in a short period of time of purchase prices in the city's land market has brought about a change of hand of the building stock in the center, and the center has begun to change its function through renovation projects in cases where conditions were amenable. Some residential areas however have not been included in this transformation due to the resistance of inhabitants to this pressure to renovate, and due to the absence of fully amenable conditions.

With the increasing efficacy of the practice of protection and with its spread into wider groups within society, the migrants living in the city center have strengthened their ties of ownership with their living spaces, and began to fight for these spaces. On the other hand, the strategy of administrations of spreading their central facilities to the peripheries in order to force the inhabitants to abandon these areas has created

the opposite effect, resulting in the center becoming a niche of poverty and in the migrants' becoming more introverted. It has become increasingly difficult for migrants to hold on to the urban center and to utilize the facilities of these areas.

The absence of the facilities of the center in the new residential areas where migrants who have begun to move toward the city's peripheries will live has begun to hinder the migrants' urbanization process. Migrants who are forced to move into the periphery and stay there on a continuous basis move away from urban facilities; are deprived of these services of the city due to their lack of access, and inevitably fall back on their traditional urban lifestyles. As a result, these social groups continue their rural lives in areas in the outskirts of the city without associating/being able to associate with the city at all. This process leads to the emergence of a multicultural and rural living space on the city's peripheries.

The practice of urban planning is unable to incorporate the rural lifestyle and physical spaces that form here into the city. Urban planning is helpless in the face of this development which blurs the boundaries between the city and rural areas, and enters the natural living spaces of the city on an increasing basis, destroying them. When politicians' populist approaches are added to this, the problem becomes even more insurmountable for the city. Thus, the introverted way of life of migrants who are deprived of facility areas gradually deprives the large city of its progressive and modern nature, and the city takes on a conservative and status quoist aspect. This also eviscerates city planning, rendering it dysfunctional.

On the other hand the de-industrialized big city peripheries even deepen their conservative aspect with its former industrial workers and new entrepreneurs, turning workers of yesterday into small business owners of today. In summary, the problems of traditional rural life, conservatism, and inability to urbanize are deepened even further with the de-industrialization and loss of the working class in cities, and the pressures engendered by the ever globalizing economic and cultural environments. A new city and a new urbanite is emerging today. In the face of this, urban planning does not exhibit the necessary skill in generating a response.

This statement addresses this problem between the city center – periphery from the aspect of planning, and aims to examine it not solely as a problématique for today's

large cities, but also in terms of social mobility, and changes in culture and political structure. In the peripheries of Istanbul which will be presented as the sample area of the statement, this process has been shaped under the influence of various dynamics since the 1950's. The transformation of the city center during the period between the 1950's and the 1980's into the residential area of migrants, and the city's growth with the addition of urban peripheries has been replaced by different dynamics. The pressure of renewal and transformation which began to be experienced by the city center since the 1980's has become even stronger in the 2000's. During these periods of fracturing, the migrants' bonds with the city, and their lifestyles have been reshaped. This process will be discussed in the context of migrants, lifestyle, and planning.

Mobilizing the millennium city: class, road safety, and citizen planning in urban India

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Keywords: Mobility, Transportation Planning, India, Social Movements

This paper investigates the role of collective action in addressing the challenges of mobility and transportation infrastructure in the case of Gurgaon, India, also known as the “millennium city”. With pedestrian fatality rates higher than that of Mumbai, Gurgaon has been openly criticized by its residents for failing to address the needs of pedestrians and the vast majority of its population, such as migrant workers, who cannot afford private, motorized transportation.

Once a collection of villages on the outskirts of Delhi, Gurgaon has become an urban jungle of highways and flyovers, with a population exceeding that of most major US cities. The bulk of this urbanization has taken place over a few short decades, in the absence of state sponsored planning intervention or master-plans. The city's steroidal growth was made possible by the efforts of private real estate corporations and builders, as well as policies in the 1990s that repealed land laws and opened up markets to foreign direct investment.

While the private sector has rushed to build hundreds of modern, gated communities, high-rises, and office parks, and dozens of multinational corporations have taken up residence in these spaces, the connections and circulation within this pixelated, built environment remains a significant challenge. Between Gurgaon's private development model and its fledgling government, it is not entirely clear who is or who should be responsible for solving the road problem.

In the midst of this confusion, the social context of Gurgaon has thrown together a distinct mixture of middle class activists with corporate and international experience,

who have begun to tackle the ways in which residents think about the roads and sidewalks of the city in urban India. This has spurred a cyclist and pedestrian empowerment movement, called Raahgiri, that has gained traction in other cities across the country. While transportation infrastructure is at once a technical issue, and deals with urban capacity and provision of basic goods and services, in Gurgaon, as in other cities, the issue of mobility highlights the changing nature and vision of citizens as participants in urban planning. Furthermore, Raahgiri draws on perceptions and popular imaginaries of the modern, livable city in other parts of the world, raising questions of applicability and the role of social and cultural norms in shaping how we move around the city.

First, the paper provides a brief history of Gurgaon's urban boom, followed by an articulation of the current challenges to road infrastructure provision and safety. Second, the paper delves into the unique circumstances of Gurgaon's middle-class activism, and how it has created a space for movements, such as Raahgiri, to emerge. Branded as a "take back the streets" campaign, Raahgiri closes down traffic for several hours each week on a designated road to all but cyclists and pedestrians. Raahgiri seeks to generate social awareness in order to eventually change public policy and planning on the issue of non-motorized transport. I situate this within discourse on urban collective action, for example, Baviskar's (2009) notion of "bourgeois environmentalism," and recent scholarship on the rise of middle class participatory planning in Delhi.

Using interviews with activists, transportation planners, and local residents, including low income residents such as migrants, and urban villagers, I unpack the everyday cultural, ideological, and logistical challenges to traveling around the city. I argue, in line with Raahgiri's founders, that contrary to the cultural or class argument that stigmatizes walking and cycling among the more elite in Indian society, in recent years safety has become the predominant concern and impediment to activities such as walking and cycling across class and income divides. While movements such as Raahgiri and car-free day raise awareness of these safety issues and galvanize support from their participants, they tend to target and attract an affluent set of followers, even though the primary benefactors of increased pedestrian safety are

lower income migrants and villagers. For most residents, opting to walk or cycle is not a lifestyle choice, but a necessity. The paper concludes with observations, recommendations, and next steps for research, road safety awareness, and action.

How policy documents (re)produce the cycling citizen

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Cycling is often promoted as a low cost, accessible and virtuous solution to many urban transport problems, including air pollution and congestion. It is also pedalled as a strategy for solving public health issues created by modern urban living, such as the constructed crisis of the 'obesity epidemic', and a way to address the looming threat of climate change. Thus cycling is heralded as a sustainable mobility capable of addressing a range of social, environmental, economic and personal issues. Yet the status of cycling as a quick and easy transport solution to these ills has rarely been problematised. Much of the academic and policy literature exploring the adoption or rejection of cycling as a personal mode of transport has focussed on the role of the quality and availability of physical infrastructure, perceptions of traffic and hazards, and local urban form and streetscape. This emphasis has also dominated transport planning and policy efforts to increase cycling mode share. While these factors are undeniably important influences in individual travel behaviour and decisions, the social, psychological, cultural and contextual factors that influence cycling behaviour and modal choice have been less well explored.

In countries like Australia where cycling remains a very low proportion of total trips by mode, the 'cyclist' has become an identity in and of itself; an identity that sits more comfortably and consistently with some than others, in turn shaping travel practices and choices. This research explores the limited and limiting ways in which the cycling citizen is reflected in, and indeed constructed by, transport policy and planning documents, and how this may shape decisions to (or not to) cycle.

Following Steinbach et al. (2011), we understand cycling as a matter of justice, and position modal choice as a decision influenced by intersectional factors such as gender, class, ethnicity, caring responsibilities and body shape. These are rarely

reflected in, or addressed by, policy and planning documents. Drawing from the right to the city (Harvey 2003; Marcuse 2009) concept and the just cities movement (Fainstein 2010; Marcuse et al. 2009) we consider how the accessibility and adoption of sustainable mobilities—like cycling—are affected by identity and social positioning. These constructs also provide a lens for identifying the ways transport policies aimed at increasing the uptake of certain modes of transport may have unintended repercussions for, and exacerbate the marginality of certain groups. In particular we consider the ways that the prevailing images and discourses of cycling may work to further discourage the participation of already underrepresented groups (Aldred et al. 2015).

In order to understand the ways cycling and cyclists have been advanced in public policy we undertook an interpretive policy analysis (Yanow 2000) of key government policy documents focussing on cycling in Brisbane, Australia. This process involved analysing the written text and visual and symbolic rhetorical devices such as photographs, icons, and other graphical representations in publicly available policy documents to understand the meanings embedded in the prevailing policy framework within this jurisdiction. Considering the visual aspects of policy, in particular, helped to construct the beneficiaries of cycling policy interventions by highlighting who is included (and how), and who is rendered absent in the promotion of sustainable mobilities.

Following Yanow (2000), we undertook a three step process of interpretive policy analysis. We commenced by collating the current key policy and planning documents governing cycling in Brisbane from both state and local government agencies. We then identified the discursive themes, conflicts, and concepts in these documents. Finally, we explored the implications of these meanings in the construction of the cycling citizen through the just cities framework and explored how transport policies aimed at increasing the uptake of sustainable modes of transport may have unintended repercussions for, and exacerbate the marginality of certain groups.

Cycling was overwhelmingly positioned in the policy documents analysed as a healthy and sustainable *choice* people can make. This choice narrative denies the structural and cultural constraints on individuals' mobilities, and the exclusionary

construction of the cycling citizen. The policy documents also reflected cycling as the domain of a specific type of citizen; one that has been colloquially coined as a MAMIL (middle aged man in lycra).

Based on this analysis we argue that policy and planning efforts to improve the adoption of sustainable mobilities must explicitly consider how certain cycling practices, cultures, policies and infrastructure may be exclusionary or work against policy intentions. We further argue that these policy making and implementation efforts must also be cognisant of the way identities and social positioning may affect one's willingness and/or capacity to switch modes and of the role of policy in shaping these.

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Gender Differences in Individual Time Use patterns and the Interlinkages to Urban Form

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Keywords: Gender, Urban Form; Urban planning; Mobility of care; Time Use

The objective of this paper is to learn about key factors which determine gender gaps in individual time-use preferences and its link to one's neighbourhood. Results will highlight significant aspects that address the question how urban planning can influence time-use patterns and can contribute to changes on the reconciliation of work and family life and enabling gender balance therein.

Introduction

Present contributions to the social-scientific literature on time provide a range of clues about potential connections between city development and the evolution of (Western) time cultures. Beginning in the 1970s first approaches appeared to integrate time aspects in regional and geographical studies. The demand for equal opportunities for men and women and for a better work-life balance marks the beginning of time policy in the 1980s, a young interdisciplinary field aiming to integrate time aspects in urban development planning (f. e. Bonfiglioli 2005; Boccia 2013).

When we talk about gender, we refer to prevailing gender roles of men and women and their impact in the unequal sharing of family responsibilities, the gendered division of the labour market, or socially and culturally formed behavioural patterns. Whereas categories of sex are defined along essential biological differences, gender is about roles that can change over the time. Gender differences are dynamic, constantly in flux (Fainstein and Servon 2005, 3) and are intersecting with age, race, class, etc.. Thus,

it is crucial to reveal unilateral or restrictive gender ascriptions and practices in any fields of action.

The focus of gender is on the relationship between different roles. Thereby, it must be considered that European cities are shaped by a long-term history of hierarchical and patriarchal tradition of social order. The compatibility of family and career is far from being satisfactory solved. Combining private caring with gainful employment is almost solely a female problem. On institutional level women are still primarily excluded from decision-making levels and various forms of *social capital (networks)* (Zibell 2013, 81). OECD promotes the use of two indicators (Ferrant 2014, 3):

- The female to male ratio of average time devoted to household activities as an indicator of gender gaps in unpaid work. This indicator gives an overview of gender disparities in caring responsibilities.
- The female to male ratio of total workload (both paid and unpaid work).

Urban planning still reinforces gender stereotypes in many ways. Mobility requirements or transport planning in general are steered by the idea of male travel-to-work patterns. Business trips are seen as masculine while local transport affordances following the notion of female household and caring responsibilities. Monofunctional plannings, with separate spheres for the public (business- or industrial zones and work) and the private (housing and family) perpetuate traditional gendered roles. This separation is one of the reasons that urban spatial structure is dysfunctional to shift toward equal partnership and a better balanced division of primary responsibility for household production and wage labour (Markusen 2005, 174). Historically, urban planning and its neighbouring environmental planning disciplines have been dominated by men (Roberts 2013). In the past years several European cities reflected on gender mainstreaming strategies and actions in public planning practice (Damyanovic 2013). Even though, not yet enough attention is given to a gender perspective in neither the sustainability discourse nor in appropriate changes in urban environments (Buckingham 2013).

Furthermore, mobility and travel behaviour is an essential part and point of discussion in our research. The concept of a “mobility of care” was introduced by Ines

Sánchez de Madariaga (2013). Although care work requires “daily effort, time, ability and dedication” it is not considered similar to paid employment. Even more, it is frequently hidden under headings associated with leisure activities. In mobility surveys travel time for care is often not recognized, f. e. because in many countries short trips of less than 15 minutes or shorter than one kilometre are not counted.

In socio-ecological research time use can be classified according to its function in different systems. Time is used by individuals to produce and reproduce the personal system, the household system, the economic system and the community system (Fischer-Kowalski et al. 2010). Personal system, household system, economic system and community system are represented by different spatial dimensions (Markusen 2005). The spatial dimension of production (economic and community) is connected with places and time-use activities of employment and employment related tasks (public sphere: f. e. work, travel to work). Time used for personal care, care for others or household activities is anchored in the spatial dimension of reproduction (private sphere: f. e. home, household). This spatial segregation between production sphere and reproduction sphere is rooted in a traditional understanding of the division of labour between man and women and a patriarchal family structures. Spatial planning has incorporated and pursued this by the local segregation between residences and workplaces. As a result, contemporary urban structures hide numerous obstacles for an efficient functional overlapping between activities for the social reproduction and those of paid employment or productive work.

Objectives

While sustainable urban form on the one hand and time use statistics on the other have been analyzed in a number of empirical studies the question about interdependencies among both has not yet received appropriate scientific attention. Even more, gender aspects or questions how caring responsibilities are responded by sustainable urban form parameters are missing.

In a case study in the city of Vienna we focus on daily routines of persons and examine gender gaps and links to urban planning by means of questions dealing with time use and mobility. The goal is to analyze people’s perception of the factors supporting or hindering to cope successfully their everyday life. A central issue is caring

activities in and out-doors against the background of the three sustainable urban form dimensions: density, mixed land-use and sustainable transport. To explore preferences and constraints in urban infrastructure and time use, our research is guided by the following assumptions:

- Influencing variables of sustainable urban form parameters differ when regarding caring activities / responsibilities and the gender dimension.
- Time spent for household and caring activities is influenced by availability, accessibility, time schedules and locations of urban infrastructure.
- Time use patterns of women and men differ regarding the time spent with caring activities and are individually constrained by urban infrastructure.
- Urban planning and / or time policies can help to lessen the burden of reconciling work and family life and enable a better gender balance.

In line with the above, our case study focused on the following research questions:

- How are caring responsibilities responded by sustainable urban form parameters of density, mixed use and sustainable transport?
- What are people's perception of the factors supporting or hindering their sovereign time and their daily routines?
- Is the location of the residence and the prevailing urban infrastructure reflected in activity patterns, attitudinal and behavioral characteristics or travel behavior of the residents?
- How does activity patterns, attitudinal and behavioral characteristics or travel behavior differ when taking in consideration socio-economic characteristics as well as individual perceptions, capabilities or constraints?

Methodology

In this paper we analyse significant gender gaps by focusing on drivers of time-use patterns and decision-making processes of citizens in relation to their urban environment. We base our work on existing time-use data from Austria (2009) and a case study with qualitative interviews in Vienna.

Time-use surveys are a regular part of the United Nations Statistical Division (UNSD) surveys. A number of European nations conduct time-use surveys on a regular basis. These data are widely used to analyse changes in gender relations (Eurostat

2003; Statistisches Bundesamt 2004; Döge 2006; Sellach, Enders-Dragässer, and Libuda-Köster 2005; Ghassemi and Kronsteiner-Mann 2009) and socioeconomic changes like family and household structures, working hours, recreational behaviour and consumption patterns (Schor 2010; Hartard, Schaffer, and Stahmer 2006; Stahmer and Schaffer 2004; Gershuny 2000).

Statistics Austria finalized a new time-use survey for Austria in 2009 (Statistik Austria 2011). In this survey, 8.234 respondents living in 4.757 households have been asked to record all activities for a full day in slots of 15 min between 5 a.m. and 11 p.m. and of 30 min during the rest of the day. Aside from their time use, respondents were asked to take down information on the presence of other people and the location. No pre-defined activity categories were provided, but activities were recorded in the respondents' own words. The resulting survey sheets were then transformed into 427 activity categories by trained coders.

For the purpose of this study we group time-use activities according to places outside of home, and build six clusters, following the systematic of time-use activities by HETUS and the Austrian Time-use survey. Corresponding activities are linked with locations and indicators of urban form (*Table 1*).

Table 1: Time-use activity Clusters, Locations and Urban Form

Time-use category	Activities (e. g.)	Location (e. g.)	Urban Form indicators
Employment and Study (outside of home)	Main & second job, study, activities related to employment or study	Places of work or study; places of employment or study-related activities	Availability of supply infrastructure, services and public transport
Personal Care (at home and outside of home)	Shopping and personal services	Place of residence; Bank, post office, clothing, drugstore, doctors, health & pharmacy (own	

		requirements), hair dresser, car repair service, library	Accessibility of supply
Household & Food / Family, Care and Support (outside of home)	Food management & shopping for household needs, help to a child or an adult family member (f. e. dropping off, picking up or accompanying children)	Grocery store and fruit market, bakery, kindergarten, school, administration, doctors and healthcare facilities (accompaniment), parking lot, public transport stops	infrastructure, services and public transport
Society & Politics (outside of home)	Social life, voluntary work & meetings	Church, clubhouse, meeting places, residences of friends or relative	Mode of transport and routing
Leisure & Culture (outside of home)	Cultural events, entertainment, sports & outdoor activities	Cafés, restaurants and pubs, locations of cultural events (cinema, theater ...), sports facilities, parks, shops for leisure goods	

In order to link the before mentioned time-use statistics with influencing parameters of urban form and time-use patterns we performed a case study in the city of Vienna. The case study area was specified by a multi-stage selection process and a cluster analysis (Haselsteiner et al. 2015). Defined urban parameters were: inner city, densely built up urban renewal area, with mixed population and good accessibility to public transport. As a results of the cluster analysis and together with local experts from one of Vienna´s Urban Renewal offices, we decided to select the *Fasanviertel*, a

small area in the inner city. This neighbourhood on the one hand represents all parameters of the defined urban form dimensions and is on the other just at the beginning of a revitalization process.

Substantive results are based on a participative process with local representatives and a series of qualitative semi-structured interviews on individual time-use, time-use preferences and mobility behaviour in relation to the case study area. Three workshops with local experts and stakeholders were conducted, in order to formulate first assumption on the relationship between urban form and time use. Subsequently, fourteen semi-structured qualitative interviews on individual time-use and mobility were conducted.

The interview sample comprises a set of persons living in urbanized city areas of Vienna. They were supposed to either live or work in the surveyed geographical area. A number of main socio-economic characteristics were defined, namely: sex, age, employment status, children and societal function in the observed area. The sample was supposed to be balanced concerning these characteristics, but it was mostly women who were willing to spend their time for an interview. Finally eleven women and three men have been interviewed. Nevertheless, we can show in this paper individual time use patterns of (mainly) women with different life contexts, and how they cope their daily routines by focusing on accessibility and availability of urban infrastructure. Their perceptions of links between their time use and urban infrastructure was analyzed according to four topics of the interviews:

1. Factors supporting / hindering Time Sovereignty: narrative
2. Time preferences and possible changes: time-use diary
3. Mobility in the city: map
4. Time policy measures: ideas, connotation

In this paper results of topic three: mobility in the city, are presented. On a map places that are important for the everyday life of the participants were marked accompanied by information about the transport modes.

The interviews were transcribed and analysed according to the method of qualitative content analyses (Mayring 2014; Froschauer and Lueger 2008) which includes the analytical steps of reduction, explication and structuring the texts.

Preferences and constraints of the respondents were examined in light of influencing parameters of urban form dimensions: density, mixed land use and sustainable transport (availability, accessibility, mode of transport).

Main Results

The Austrian time use survey that was conducted on behalf of the Federal Chancellery/Minister for Women and Public Services has revealed that there is still a gender specific division of unpaid housework, the everyday work of care and the remaining leisure time. We have expand this results by concentrating on recorded activities outside the home, like shopping and services, or travel time for care and support. In our in-depth analysis we link individual time use patterns with the existing urban service infrastructure in an inner city, densely built up urban renewal area, with mixed population and good accessibility to public transport.

The final results are illustrated by six individual maps of “activity patterns”, each of them demonstrating a specific age and employment group: female students, female young urban dweller, female urban dweller with family responsibilities, male urban dweller with family responsibilities, female senior urban dweller, male senior urban dweller. In the following section the particularities of each group are briefly shown: Students perceive very little constraints of their everyday daily life. The mentioned places for main activities belong for the most part to the categories leisure and society (44 %), less than half of the places are for household and personal care (36 %) and the rest are study related locations (20 %). Their average activity patterns cover medium mobility values, compared to the five other respondent groups. They show the highest mobility value for social and political activities, followed by activities for leisure and culture, and only in third place study related activities.

Young female urban dwellers organize their everyday life on the principle of the greatest possible economy of time. They use the infrastructure on the way to work or close to their place of residence. Employment takes place at a fixed location with medium distance from home. The totality of mobility values is compared to the other respondent groups less than half, and after female family respondents the lowest mobility score. Longer travels are only accepted to reach places that meet special requirements (aesthetic and individual values). Society & politics has with 10 % a very

small share. The greatest distances are accepted for leisure & culture, the shortest distances for household.

The female urban dwellers with family obligations see the city with the lens of necessities and compatibility. They perceive very little freedom of choice for themselves, rather they have to choose options because they are available with a minimum spending of time. The most important aspect is to find ways and offers for multifunctional use of time, f. e. use travels with public transport as recreational time, or spatially cluster activities at one location. The functional aspect is dominating over individual preferences. Female urban dwellers are spatially and temporarily fixed by their different personal and professional tasks. Additionally, the economic constraints determine their choices, f. e. to use public transport as an economic necessity.

The activity pattern of our male respondent with family responsibilities is strongly determined by employment. With the total number of distances he has the highest mobility values of all respondents for job-related activities, as well as the majority of the mentioned activities (38 %) belong to employment. The permanent challenge of the economic necessity leaves little room to pursue individual preferences. If considering the distances for household activities they are higher than those of other interviewees. For example females of this group have an average of 268 meters while here for the male respondent 1.058 meter per household activity are recorded. Out of sixteen mentioned activities only three are located close to his residence.

Female senior urban dwellers primarily perceive the city's large pool of opportunities. They have widely settled their economic and professional situation, their children are autonomous and no longer require care, and new options for action can be experienced. The total number for the distances of activities per person demonstrates that the group of female senior urban dwellers recognizes itself the greatest radius of mobility. The focus of interests has shifted from household activities to leisure and personal care. A large number of different interests causes a spatially wide spread network of attractive locations. If special needs can be satisfied, for example to buy organic food or go for a walk in a park on the outskirts, there is sufficient time for longer travel distances. The respondents have a balanced distribution of activity categories. The lowest share have social or political activities with 9 %. The

two highest categories with each 28 % are personal care and leisure & cultural activities.

Male senior urban dwellers are similarly mobile as their female counterpart, but the distribution between the time use categories is less balanced. The perception of the city is local, with some scattered more distant locations. Although their locations of activities are spaciouly distributed over the city, for the everyday supply and leisure activities they prefer places close to their residence (201 and 101 meters average distance per activity). They express a strong identification and relationship with “their neighbourhood” and appreciate a communicative (working) atmosphere.

Conclusions

Departing from the sustainable urban form of our case study area and our assumptions that influencing variables differ when regarding caring activities / responsibilities and the gender dimension we clearly could demonstrate that women once they have children to care are facing greater limitations than younger or older women, but also their male counterpart. For example the mode of transport and routing of public transport is for women with care responsibilities a big issue. To use public transport is seen as an economic necessity, but none of them sees it as their preferred means of transport. Living in peripheral districts, on the other hand, implies long travel time to workplaces, a limited selection of fast public transport and frequently to change vehicle.

Respondents living in our densely built, central and well-mixed city area have chosen this area because it allows them combining work and family life. Although this situation has weakened the restrictions, because all childcare facilities, such as Kindergarten, public schools and gymnasium are within walkable distance and everything for the daily shopping is available, a massive temporal constraint is stated by the business hours of childcare facilities (f. e. half-day school without afternoon childcare, beginning and end of school, to be there on time and finish work early enough to pick up the child, no flexibility to finish work as one likes).

In regard to our final assumption, that urban planning and / or time policies can help to lessen the burden of reconciling work and family life and enable a better gender balance, we can conclude that a well-developed infrastructure can be very supportive,

but greater structural changes are necessary if gender balance is the goal. Finally, this is also exactly what our female respondents with caring responsibilities would want from an office for “time policy”: developing new models of working, society and living.

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Planning for urban indigenous peoples and ethnic diversity: moving from theory to practice in La Paz and Quito

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In the former colonies urban expansion and migration to the city challenged historically established patterns of ethno-spatial segregation. Approximately forty per cent of the world's indigenous population already live in cities (UN-Habitat 2010). Current research on urban indigeneity takes two positions: Some studies emphasise that indigenous peoples' could not improve their living conditions by moving to cities. The evidence provided in this literature suggests that they remain disproportionately poorer than other urban residents and continue being confronted by exclusion and discrimination (del Popolo et al 2007; Hodgson 2011; Li 2000). In addition, urban indigenous peoples are often reported as outlawed from specific indigenous rights-based agendas ratified by international organisations and governments since the 1980s (Speiser 2004; UN-Habitat 2010).

Other scholars – mainly working on cities in the global north – have developed frameworks which emphasise 'what could be done' to plan for more inclusive cities in which the interests and demands of indigenous peoples are taken into account (Jojola 2008; Porter 2010; Sandercock 1998). This research highlights that planning – guided by Western understandings of individual/ universal rights – often contradicts indigenous collective/ communitarian worldviews. To depart from dominant planning models and practices which oppress the indigenous 'other' these scholars – influenced by theories on communicative action, multiculturalism, or agonistic democracy – argue that planning should emphasise difference instead of erasing it, adapt a decolonial approach, and focus on building consensus between different groups. Such studies have been critiqued for their assumption that culturally different groups – living in deeply divided societies – can find consensus (Watson 2003; Yiftachel 2006). In

addition, despite offering useful ideas on ‘what could be done’ to create more inclusive cities, these studies do not offer examples on ‘what is actually done’ in policy and planning practice in cities where governments – at least on paper – promote diversity and recognise indigenous rights.

This paper intends to address this knowledge gap by introducing findings from recently completed comparative urban research in Bolivia and Ecuador – two countries which recognise urban indigeneity and intercultural urban development principles in political constitutions. By way of contextual background the paper briefly describes how urban indigeneity has been incorporated in Bolivia’s and Ecuador’s new constitutions. It then introduces a conceptual framework that goes beyond recent frameworks on planning for ethno-racially diverse cities (Porter 2010; Sandercock 1998), elaborating a practice-centric approach which focuses on a variety of social actors – such as planners, policy makers but also ordinary urban indigenous peoples – involved in translating indigenous rights into urban policy and planning practice (Touraine 2000). It emphasises the importance of an asset accumulation framework (Moser 2009) for the study of ordinary indigenous people’s interests, demands and associated practices to claim their constitutional ‘rights to the city’.

A brief description of the research methodology – a qualitative, comparative case study approach – is followed by a presentation of results from research conducted in La Paz, Bolivia and Quito, Ecuador which highlights a set of conflicting realities in the way indigeneity is actually addressed in urban policy and planning practice: A first finding of this paper is that specific indigenous rights and planning models which advocate the design of more inclusive, intercultural and diverse cities – such as those established in Bolivia’s and Ecuador’s new constitutions but also the one’s developed by planning scholars such as Sandercock (1998) – are unlikely to materialise in practice in settings where public officials responsible for their implementation hold a range of preconceived notions (ie of cities as non-indigenous spaces), follow different political priorities (ie addressing the interests of the wealthy and not of indigenous peoples), or operate in conflictive political environments (ie when operating in areas affected by municipal boundary conflicts). Nevertheless, the paper also shows that urban planning practice in La Paz and Quito was not monolithic as some actors – ie

those representing Quito's zonal administration or La Paz's intercultural unit – openly addressed urban indigeneity.

Second, the findings presented in this paper challenge generalisations made in previous studies which – guided by static, essentialist, or romanticist understandings of indigeneity – portrayed urban indigenous peoples as 'others' who express interests to preserve their traditions and exercise their collective rights (Jojola 2008; Porter 2010). Instead, it is demonstrated that urban indigenous peoples articulated multiple and contradictory interests and demands. The use of an asset accumulation framework was hereby useful as it uncovered how demands for land – a particularly important asset for indigenous peoples – were often associated with the preservation of a communal and traditional lifestyle but also with aspirations to lead a modern and capitalist life in the city. In terms of the latter aspect, urban indigenous peoples were not that different from other city dwellers. It is therefore argued that the application of 'western' planning models which focus on the provision of individual/ universal rights and services should therefore not automatically be interpreted as anti-indigenous. Instead, such an approach may in fact be responsive to the interests of most urban indigenous peoples.

Third, the findings challenge understandings of 'harmonious' indigenous communities and, instead, reveal that leaders – who played a key role in negotiating access to assets such as land with government authorities – not always had the collective interests of their community in mind but often (ab)used their position to enrich themselves personally and to preserve their powerful position. Hence, governments should pay more attention to power relations and internal conflicts occurring within the heterogeneous indigenous communities with whom they work. They should create invited spaces which are open not only to leaders but also to ordinary indigenous residents including women and adolescents.

While mainly referring to La Paz and Quito, the findings presented in this paper are also relevant to other cities which are composed by large indigenous population groups who claim their rights for recognition and inclusion. The outcomes emphasise that, instead of following a set of *a priori* assumptions of what constitutes a decolonial and more inclusive urban policy and planning approach, it is important to identify what

indigeneity and indigenous 'rights to the city' actually means for different social actors involved in urban governance but also to indigenous target groups themselves. In order to achieve this, future research could apply the conceptual and methodological approach used in this paper to other 'ordinary' cities and produce theoretically-informed, empirically-grounded and policy-relevant findings on the different, potentially contradictory, and constantly changing meanings of indigeneity as legal, lived, and planning category in diverse global urban contexts.

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A study on trip mobility deprivation of residents in migrant community in the urban fringe of Shanghai Metropolitan Area

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As the largest city in China, Shanghai has witnessed a rapidly increasing floating population. Compared with the central city and the outer suburban area, the periphery of Shanghai has been the area with the fastest growth of floating population. Due to its location, relatively low housing prices, and job opportunities, the periphery of Shanghai has accommodated many migrant workers. As a vulnerable group with relatively low income, these migrant workers' daily travel patterns are quite different from other city dwellers. This paper focuses on trip mobility of residents in migrant community on the periphery of Shanghai metropolitan area. The research tries to figure out: (i) to what extent the trip mobility of immigrants is deprived; (ii) what cause the deprivation; (iii) how can things be improved.

Seven migrant communities on the periphery of Shanghai were selected as case studies. In each community, the overall population is more than 10,000, the land area is more than one square kilometer, and the percentage of floating population in total population is more than 80%. In order to evaluate the deprivation level of the migrant's daily travel, seven other local communities with similar locations and population sizes were selected as control groups. As opposed to the migrant communities, percentages of local hukou residents in these communities are over 80%(Figure 1).

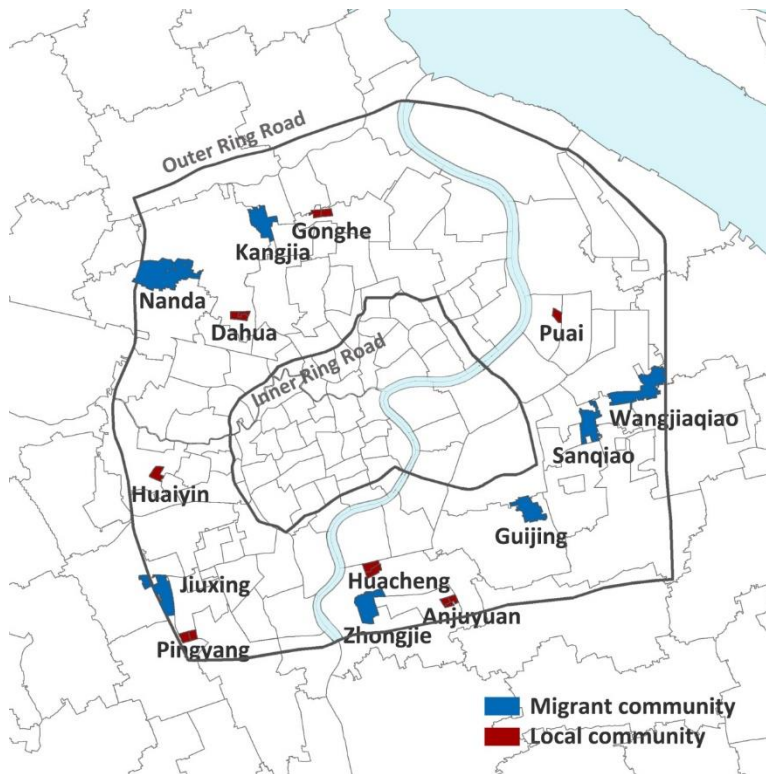


Figure 1 Spatial layout of selected migrant and local communities in Shanghai

Mobile phone signaling data, questionnaire survey data and the Sixth National Population Census data were adopted as data source in the research. This in-depth research of trip mobility deprivation of migrant community is conducted through a comparative research of migrant and local communities.

First, to evaluate the deprivation level of trip mobility, commuting distance, commuting area and commuting mode are selected as the main indicators. Mobile phone signal data and questionnaire survey data were analyzed. The results show that: (i) local people travel much further than immigrants each day and the average commuting distance for migrant residents is 2004.7m while 3522.6m for local residents. (ii) in total, the commuting area of migrants is much smaller than that of local communities (Figure 2), and the average area of the migrant communities is only 41.07% of the local. (iii) non-motorized vehicles and walking are the commuting mode chosen by 66.9% of the migrants while 87.8% of local residents choose public transit and private cars for commuting.

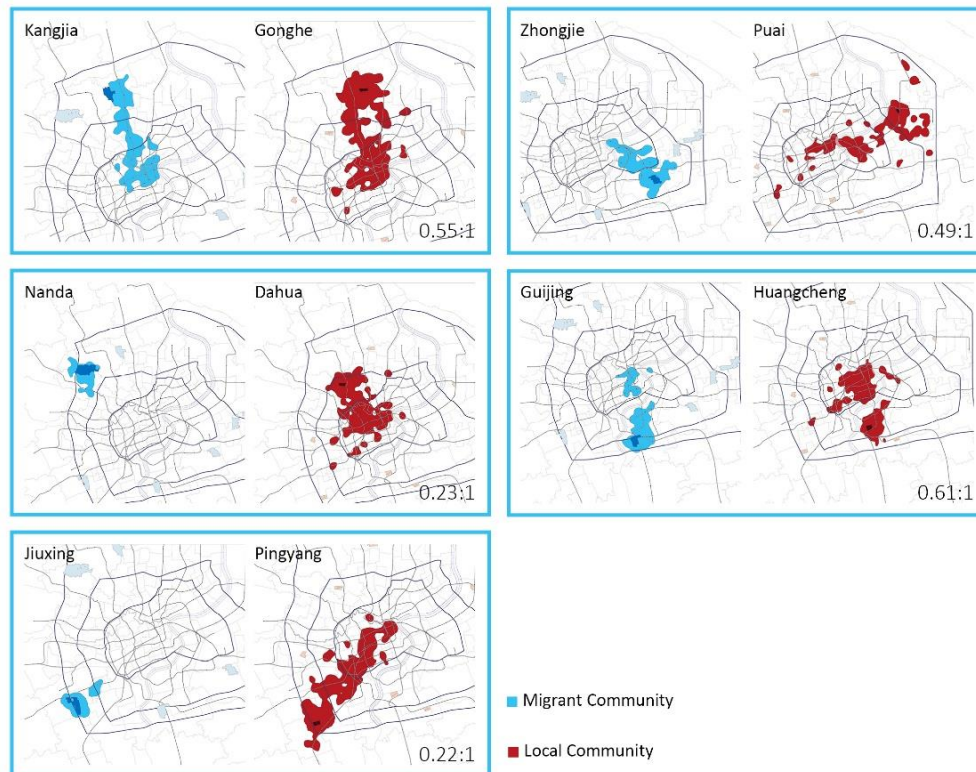


Figure 2 Comparison of commuting area of migrant community to local community

As for the cause of trip mobility deprivation, there are two categories of factors that affect residents' daily travel patterns. Individual condition is one of the two categories. Residents' individual conditions and their daily travel distance were inquired through questionnaire survey. Correlation analysis was conducted to figure out that age, hukou, education, vocation and income are the five individual condition factors that significantly correlated to residents' daily travel distance. The second category is transportation supply level. In this category, road supply level and public transport supply level of all 14 communities were measured. The indicator of road supply is network density. And the result shows that the average network density within 1km range of the migrant communities is only 74.1% of the local communities. The research on public transportation supply focuses on two domains, metro and bus. All the public transport stations within 1km range of the community were rated. There are

three indicators to rate the public transport station: distance to the community, amount of lines that call at the station, and whether it is in the commuting areas. It is found that the number of bus stops around the migrant communities is 76.7% of that of the local ones nearby. Subway accessibility is generally low around migrant communities, and three of the seven migrant communities studied have no access to metro stations at all. The public transit supply score for migrant communities is only 59.4% of that of the local ones. Correlation analysis shows that metro supply level and road network density are significantly correlated to average daily travel distance of the residents in each community. The difference of transportation supply policy between different type communities clearly resulted in the deprivation of migrant workers' trip mobility.

In the last part of this paper, several policy implications were derived. An inclusive transport system for migrants is suggested instead of an exclusive one, including a more biker-and-pedestrian-friendly road environment and a better engagement between public transport stations and immigrant settlements. Besides, subsidies for public transportation are suggested to encourage immigrants to take bus and metro. And the subsidies should go straight to residents in light of previous unsuccessful cases.

Reversal of priorities and possible confrontations: the role of the planning and the public policies in reduction of inequalities, in the expansion of social justice and in the realization of the right to the city in the metropolis

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The theme of the right to the city has gained importance in recent years, placed at the center of academic and technical discussions in the domains of planning and management of cities. This relevance, among other factors, is based on the new global configuration (productive, territorial, demographic, economic ...) that in just over half a century, it turned the planet into a predominantly urban environment.

In this context, urban studies show that the growth of cities has brought with it the growth of poverty and socio-spatial inequalities, causing severe violation of human rights, social and even civilians, in addition to urban crises related to mobility, environmental pollution, expansion of segregation, increase in violence and risks associated with climate change.

Aiming to confront this complex problem has been proposed an integrated view of rights (civil, human, social, etc.) in the expanded concept of Right to the City, which turns out to rescue the propositions by Lefebvre (1969). The right to the city is composed of a series of other rights, multiple, explicit or covert, formalized or simply lived in daily life.

The reaffirmation of the right to the city emerges as all the more relevant as the greater the inequalities in living conditions and means of access to goods and services available in urban areas. Such disparities become more pressing in the case of large cities and metropolitan areas, since these places the expansion of the urban fabric and the periphery processes of housing also introduce inequalities in access conditioned by social and spatial mobility.

In this framework, it is need to point that there is a gap between the proposal of the right to the city and its effectuation, and you can also objected that without the political and social emancipation of the individual and the equitable distribution of access to the city's blessings for all, this right is in danger of becoming a dead letter. It is further important to note that the city access inequalities are conditioned by several factors, directly proportional to the fragility or social vulnerability of the population. Marques (2010) points out that access and / or vulnerability may be related to two different and complementary elements: on one hand we must evaluate the present opportunity structure in a particular territory, for example; on the other, the existence of assets by individuals and groups which allow them access those opportunities.

To guarantee the right to the city would be necessary, therefore, becomes effective access to the structure of opportunities present in the urban space and not only endow the region with services, infrastructure, networking, business, etc. Thus, in addition to public policies and actions for the provision of material structures and basic reproduction of conditions of life, it is crucial advance in practices and proposals that increase the social assets, cultural, political and symbolic of city dwellers, especially those who do not have the economic capital to buy their needs in the market.

My doctoral thesis proposes that the right to the city is composed of at least six dimensions, namely: a) economic (employment, income and material reproduction of life); b) spatial / territorial (provision and appropriation of urban services, infrastructure, housing location, displacements through the city and living conditions in general); c) Political (guarantee of citizenship rights, capacity of people to influence decisions that affect them and build ways of living collectively, participation not only formal but effective of the population in decision-making); d) symbolic (identity, identification, affection, friendliness, acceptance and belonging of individuals to a particular group or territory; discusses the symbolic barriers, forms of appropriation of space and the possibility of an effective collective life in the city); e) relational (importance of information and networks - individual, personal, social, informational, many - for the change of social relationships and power in the city); and finally f) cultural (education, information, enjoyment, cultural production and access to the common knowledge).

Santos (2002) says that although hegemonic, neoliberal globalization (considered by him as important explanatory factor of national societies) is not unique. On the contrary, is emerging, both in the northern hemisphere as in the southern hemisphere, a counterofferhegemonic globalizationwho questions and confronts issues such as social exclusion, job insecurity, the destruction of the environment and biodiversity, the decline of public policies , among others. Are constituted movements and alternatives formed by networks and cross-border alliances, struggles and local and national organizations in interescalar dialogue.

The fields of activity of these movements are diverse, but the author highlights in particular: participatory democracy; alternative systems of production; multiculturalism; cultural justice and citizenship; the struggle for biodiversity between rival knowledge and new labor internationalism (Santos, 2002). Most of these movements indicates alternatively the action outside the state, outside the "public" understood as governmental sphere.

However, it is essential to consider that state action can also be transformative and emancipatory, a claim that is based not only on the possible utopias proposition, but also in the analysis of specific cases of governments and public policies that contribute in effect for the transformation that we desire for our cities.

Thus, considering the various dimensions of the right to the city, the article proposed here turns his focus to the analysis of public policies for cities and their role and contribution in various fields, to the reduction of inequalities, the expansion of social justice, the realization of the right to the city and the emancipation of poor individuals in the Brazilian metropolis.

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Social representations of children in higher density housing: enviable, inevitable or evil?

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Apartments and townhouses are increasingly being advocated by developers and planners as an attractive and cosmopolitan housing choice and as a solution to a range of urban ills in Australian cities. Brisbane, Australia's third largest city, has seen a dramatic increase in the construction of this relatively unfamiliar housing type in the past decade. Despite the proliferation of higher density developments, the appropriateness of apartments as a place to raise children is often contested by planners, developers and residents and in the newspaper media. In addition, Australian cities have often been criticised for failing to create child-friendly environments. Commentators have cited sedentary and over-protected lifestyles, lack of opportunity for recreation and self expression and high levels of parental anxiety as reasons why Australian cities are adversely impacting children (Gleeson & Sipe 2006). Prior research has noted a strong emphasis on childless, high income households in the discourses and marketing strategies surrounding this housing typology (Costello, 2005; Fincher 2007). This has historically served as a justification for the lack of provision of child-friendly facilities, areas and design in inner-city locations.

The following paper employs Social Representation Theory, a theory derived from social psychology, to identify the ways in which 'common sense' understandings of children in higher density housing is collectively constructed in Brisbane. The theory provides a critical lens to evaluate the way in which certain representations about children and housing are shared and supported while excluding, defending and limiting other representations in the process. The purpose of this paper is two-fold; firstly, it will identify key social representations of children in higher density occurring in the newspaper media and in the discourse of planners, developers and residents. Secondly, it will seek to draw attention to the power imbalances and planning

implications evident in these social representations. In doing so, it will draw attention to the culturally mediated processes through which attitudes to housing and child-rearing are expressed and discuss how housing consumption choices and expectations impact on different groups of people.

30 interviews and 100 newspaper articles published between 2007 and 2014 were thematically coded to identify key social representations at play. The decision to combine interviews and media analysis is common within social representation scholarship as it offers a way to discover both how individuals conceptualise the topic in informal discussion and also the ideas circulating in society and communicated in the media. Interviews were conducted with planners (n=10), developers (n=9), local councilors (n=2) and community members (n=9). The newspaper articles and interviews were thematically coded to identify dominant social representations. In this way, the paper joins an existing body of housing research concerned with the use of language as a way of subjugating or privileging certain groups within the city (Jacobs, Kemeny & Manzi, 2003).

The identified social representations, related to urban areas, apartments, suburbia, market mechanisms and housing affordability, have the capacity to shape how housing is delivered and consumed. Findings support an existing body of research that has remarked on the dominant child-free and lifestyle-based nature of higher density discourses. This representation is in stark contrast to the wholesome construction of suburban lifestyles (Mee, 2010). However, the research also identifies an emerging counter-argument that supports a future where children in higher density is inevitable or even desirable. These representations are still strongly based in notions of consumption, lifestyle and perceived Gen Y tastes, but are increasingly being employed to naturalise the idea of children in higher density. While this representation may result in the design of increasingly child-friendly cities, the silencing of lower-income households suggests a continuing emphasis on wealthy unit dwellers at the expense of more vulnerable families.

Analysis also identified two supplementary social representations used when discussing children in higher density housing. The first draws heavily on economic and market cycle principles to understand the rapid increase in higher density housing

aimed at investors and single-person or Double Income No Kids (DINK) households. This representation uses a pragmatic economic rationale to justify a focus on one and two-bedroom apartments that aren't suitable for families, suggesting that the lack of families is an understandable product of market forces that may or may not change in the future. The second social representation employs ideas about ethics, housing affordability and empathy for the children who will never afford housing in the future if appropriate higher density is developed for them to move into. This representation pits selfish, ignorant and wealthy low density dwellers against future generations who will need a 'leg up' in the property market.

This paper posits that identifying social representations can help city planners and public authorities to understand how aspects of the city are understood and evaluated. The socially-mediated constructions of housing types and how they relate to different members of society can influence design, consumption and planning decisions. As Australian debate and scholarship moves towards escalating concern for an ageing population, the creating of child-friendly cities has appeared to lose saliency in public discourse (Gleeson, 2006). Understanding the way this relatively new housing type is understood is particularly pertinent in the context of delivering just cities that support the needs of some of their most vulnerable and disempowered inhabitants - children.

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Participation in planning and plan-making in Norway

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Comprehensive municipal land use and community strategic planning have been a part of local political and administrative responsibilities in Norway since 1965. Still a lot of municipalities have challenges regarding planning processes, planning decisions and implementation and some planning are in reality symbol production (plan-making) to fulfil internal and external demands. Participation from inhabitants is often symbolic especially regarding strategic planning.

In this paper I will use Volda municipality as an example together with results from national research to analyse local planning in Norway based on complexity theories. The objectives are to discuss how the real influence of inhabitants can be increased and how strategic local planning can be a political instrument regarding local development.

The Norwegian municipality is an important part of the welfare state responsible for the production of direct public services like schools, kindergartens, care of old and disabled people, social care, child care, health care, local infrastructure etc. as well as local planning and development. To do this production the municipal sector employs approximately 15 % of the total labour force in Norway.

The municipal is the most important political organisation regarding local wellbeing and development, but is also under a lot of conflicting pressure from:

- National- and regional sartorial demands regarding local and regional development, land use, environment protection, universal design, service provision etc. Due to a very fragmented state the municipality have to coordinate conflicting demands and regulations and often have to set up negotiations between different state authorities.
- Local needs regarding welfare production that can be in conflict with national standards and the economic support from the state.

- Initiatives from local action groups, local organisations etc. in the civil society regarding items like localisation and management of municipal production and activities, as well as handling of initiatives regarding regional and national responsibilities.
- Maybe due to strong national government regarding municipal responsibilities participation in local elections have decreased and is now near to under 50 %.

The paper is concerned primarily with linkages and with formulating public policy, and producing plans that are operable across different scales. In focusing on scales of responsibility, I will contrast national and regional priorities with the initiatives from action groups, and from local organisations and communities which seek to strengthen civil society and localise municipal functions, providing a counter-balance to regional and national directive. In light of the inherent complexities of planning and delivery systems, I will spotlight the role of community actors and civil society in working with the local, regional and national state to resolve critical challenges and ensure more tailored service outcomes.

Norway's west coast communities have traditionally been dependent on agriculture and other primary industries, including fishing. This generated a land or resource based culture reflected in a degree of homogeneity in local communities: differences between communities were bigger than differences within them (Gammelsæter et al 2004). But this situation has changed in recent years, with economic shifts bringing greater heterogeneity in the social make-up, signalled by new commuting patterns, the search for employment across a greater range of sectors, and patterns of movement, social-contact and sociability that appear more suburban than traditionally rural. There is greater outward complexity in communities, manifest in different occupations, interests, networks, social relations and leisure pursuits.

These more complex communities present conventional planning with a critical challenge: that challenge is one of connectivity and ensuring that a greater diversity of aspiration and need is acknowledged by public policy and planning, and that communities become co-producers of programmes, projects and other interventions that are alive to the reality of social complexity. One way to begin thinking about this challenge is to view Volda's communities as components within a 'complex adaptive

system' (Innes and Booher, 2010), which provides a means of 'reading' the scale links and relationships in a locality, and also a way of thinking through how planning might itself negotiate this complexity.

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DIY networking as a boundary object for transdisciplinary education

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Wireless technology, low-cost open hardware and FLOSS software make it increasingly easy for people with less-technical inclinations to build their own local networks. They can thus become hosts of local communications between those in physical proximity, without a need to be connected to the commercial Internet, and to buy a domain name or online space in commercial platforms. The coverage can vary in range, and thus the relevant types of applications, depending on the number of connected network nodes. In the simplest scenario, a single wireless router can host the local application, and the coverage radius could extend up to several hundred meters. Through the formation of a network of such devices, which may be technically configured as a ‘mesh’ --often called a wireless community network-- the network can organically grow according to the voluntary contributions of individuals or communities. Links between distant locations can only be prevented by physical obstacles, and thus such a network can expand as far as line-of-sight allows.

This DIY networking technology has special characteristics compared to the public Internet in terms of privacy, ownership, and control, and thus holds a unique potential for empowering citizens to shape their hybrid urban space toward conviviality and collective awareness (Antoniadis et al. 2014; Antoniadis & Apostol 2015). It can also play the role of a “boundary object” for facilitating interdisciplinary interactions and participatory processes between different actors such as researchers, engineers, practitioners, artists, designers, local authorities, and activists.

This is an important role for DIY networks because despite the numerous research projects and different technological solutions for the design of ICTs for communities, there is a long way to understand the complexity introduced by the hybridity of space. In this context, the question of interdisciplinarity in the design of the hybrid urban environment becomes urgent. Social scientists need to become more aware of the capabilities of technology and also get involved in the design processes, while engineers should tackle legitimate local social issues and their inherent complexity, by coming to an understanding beyond simple optimization techniques and data analyses.

Building on the experience gathered from a series of interdisciplinary events co-organized by the authors during the last two years (Antoniadis et al. 2015), the paper describes the concrete design of a transdisciplinary university course, offered in common by the departments of engineering, and architecture and urban studies of ETH Zurich, in the context of the university-wide critical thinking initiative, and more specifically the Innovedum fund¹. The course will take place in collaboration with local authorities and communities, and will follow learning-by-doing and community outreach principles. It will be structured around the design of local DIY networks to be deployed for short or long durations in different parts of the city like semi-public and public spaces, urban cooperative projects, and the like.

The aim of the deployment of such networks will be to facilitate the interaction between strangers living in physical proximity, and at the same time raise the awareness of the role of ICTs in city life, and the corresponding threats on privacy and political self-determination due to the current domination of big tech corporations over the virtual space.

The proposed course will have a double objective. On the one hand, it will help turning DIY networking easier to install and configure according to specificities of local environments, but also enabling local actors -authorities or motivated citizens- to appropriate this technology for the common good. On the other hand, it will build within a process of transdisciplinary collaborative efforts that are closer to the harsh realities

¹ <https://www.ethz.ch/services/en/teaching/educational-development-innovation/innovedum.html>

of practice in shaping future (hybrid) cities. In this manner it will facilitate contacts and collaborations at an early stage between engineers, spatial designers and urban planners, in order to build better understandings of both technological and human dimensions of the hybrid city.

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Games as constituent participatory process in the political production of cities spaces

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This article introduces three experiences of participatory games with the aim of developing critical thinking about social participation in the production of space. The street football played by the collective “Baixo Bahia Futebol Social”, a game of cards to a candomblé yard and a board game that equates the logic of private property in the collectivity of urban space will be taken as references. The proposition of these and other games as participatory tools aims to recover the emancipatory meaning of social participation at the prospect of politically produce the space of cities.

From the institutional point of view, participation is called to play a corrective role in face of social inequalities, inasmuch as it presupposes a more democratic management of the city. However the argument to be developed under the light of Chantal Mouffe and Ernesto Laclau post-political theories is that the institutionalization of participation associated with the absence of an emancipatory political project becomes fragile to be captured by the hegemonic power, and consequently, fuel the reproduction of the same domination structures to which it opposes. The post-democratic theory identifies in the last decades a process of depoliticisation and erosion of democracy, and also the shrinking of the public sphere in face of the consensual arrangements that align the politics to the neoliberal interests. Rancière criticizes the status quo of politics and the instrumentalization of democratic discourse in consensual arrangements that tend to eliminate any form of antagonism and dissensus, which for him are the very politics. The dissensus will be taken as a counterpoint to consensual orientation of current participatory policies, with the aim of revealing the limits that the institutionalized participation imposes on the constitution of political subjects in the production of space processes.

By means of a criticism of hegemony, this study intends to expand the context of debate on social participation beyond the institutionalized participatory policies. Existing studies of participatory processes in the field of architecture and urban planning alternate between those that discuss the participation from the institutional point of view and others, which are dedicated to collaborative processes for direct participation in the production of space. As a contribution to the debate about participation, this study proposes a third participative instance, which stands out from the others and could be identified as the participation in the public sphere. The aim of defining this other category, rather than separate distinct participatory instances, is to bring them together as parts of an emancipatory political project for social participation.

It is precisely in the context of participation in the public sphere that is intended to present the experiences with those games mentioned above. The following games will be presented in its context and then will be analyzed individually in their capacity for agency.

a) Baixo Bahia Futebol Social: The collective Baixo Bahia Futebol Social is a women's football team that has the purpose of experience the sharing of streets space through the practice of football. We highlight among the different actions of the collective the matches carried out with homeless people. These games always occur in public spaces from different cities. The event can reveal the invisibilities that the hegemonic order strives to hide from the symbolic representation of space. It reinscribes the homeless in the debate about public policies in the field of social housing and the right to the city. In another aspect, the simple act of challenges them to a football game assumes a condition of equality between the parts where normally only inequality is perceived. This minimum balance of conditions implements a universe of sharing from which a dialogue can be developed.

b) Manzo Ngunzo Kaiango game: It is a card game that was initially thought as a translation tool, which could help an architects team in charge of developing a project to recover the sacred settings of a candomblé yard. The game relates, through hand cards and its respective place on the board, the symbolic spatial configuration of the candomblé yard associated to the sacred meaning of their deities. In addition to its

original purpose, the game has been used in the education of children in the community and also to promote and demystify the prejudices associated with candomblé culture.

c) Occupy the Ground: This board game starts from a spatial conception based on the logic of private property, to propose a reflection on the collective effects that individual actions cause in the city as a space of collectivity. It's based on a game dynamic that collectively reward or charges all the players according to the individual actions proposed by each player, on the scale of the street, neighborhood and city.

As common features, games can promote the social mobilization, facilitate the dialogue between stakeholders and democratize the spatial knowledge. They can also enable the emergence of another spatial imaginary to the city. In contrast to Habermas' deliberative model – in which the current participatory processes are conceived – each of the three proposals has the ability to promote participative communication and exchange of knowledge by means of experience instead of rational communication. As a contribution for an emancipatory project of participation, this study aims to assert the games agency to enable the dissensual access to the public sphere as a constituent process of political subjects.

Try it again! The public consultation for the Brazil National Sanitation Plan

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Brazil The concern with public participation in the theoretical debate and practice of policies and planning has experienced a downward trend in the last fifteen years. In the thirty years between '60 and '90 participative processes gained an increasing interest in the most varied fields of policies (Reed, 2008), from agriculture (Pretty, 1995) to development studies (Chambers, 2014). Nonetheless, more recently other authors started to questioning the way participatory process have been implemented (Cooke & Kothari, 2001), and even their indispensability in policy-making (Hurlbert & Gupta, 2015). We acknowledge that several participative experiences failed to achieve the goal to enhance social democratic basis and that, in some cases, the notion of 'participation' has been used as a mere label of democracy. Though, we argue that 'participation' is a *conditio sine qua non* to promote the public dimension of policies (Dewey, 1927). Ergo, public engagement experiments are worthy since they compel public government to open the policy process and to improve their skills in citizen involvement. They stimulate citizen civicness, offering a unique opportunity to share decisions and discuss collectively about commons. Then, even if a critical ex-post assessment of the process is always necessary (Petts, 2003), it is crucial not to give up and try it again, because "participation is the pollen of democracy"¹. On the other hand, effective engagement deserves expertise to blend and integrate different

¹ The statement of a participant in a public meeting about a participatory process in Tuscany, in January 2006

languages and knowledge (Maiello, Viegas, Frey, & D. Ribeiro, 2013). This is especially true for those participatory processes that concern complex technical such as environment and sanitation. For all the arguments presented hitherto, we agree that the discussion on methodological aspects of participatory process is worth of attention. With the aim to contribute to this discussion, the following research presents results from the Brazilian public consultation for National Sanitation Plan (PLANSAB).

In Brazil, the 1988 Constitution adopts a participatory approach as a necessary instrument of public administration, following an international trend. The basic sanitation sector is regulated by Law nº11445/2007. The law considers basic sanitation as a set of services, infrastructures and installations of: potable water supply; sewage; solid waste management; drainage and urban storm water management. In consistence with the principles defined by the Constitution, the articles 2 and 3 of the Sanitation Law establish 'social control' as a fundamental principle for public policies. 'Social control' is defined as "a set of mechanisms and procedures that guarantee to civil society information, as well as representation and participation in policy-making, planning and evaluation of public sanitation services" (Brasil, 2007). The Decree 7217 of 2010, which regulates the Law of 2010, details in Chapter IV the forms of social control. The article 34 indicates that social control of public basic sanitation services may be instituted by adopting, among others, the following mechanisms: public hearings, public consultation, city conferences, or participation of collective advisory bodies (e.g. local sectorial councils). The Law nº11.445/2007 introduces the PLANSAB, i.e. the National Sanitation Plan, in accordance to the principle of participatory planning. The PLANSAB was prepared by the Federal Government and coordinated by the Ministry of Cities throughout an Inter-institutional Working Group (GTI), established by the Brazilian Presidency. The Plan identifies short, medium and long-term basic sanitation goals, starting by a situational analysis of the national sanitation deficit and the definition of futures scenarios. The first version of PLANSAB was open to a public consultation by the Ministry of Cities in July 2012, through a web platform. During 40 days the public could suggest three possible types of amendments to change the 153 pages of the preliminary document of the Plan: 'additive',

‘substitutive’ or ‘suppressive’. 535 amendments to the draft document were collected on the web platform.

This research represents a first effort to study these data. We adopted a descriptive approach to data analysis, which was based on two main steps. First, we defined a taxonomy of the involved social groups, identifying nine categories of actors: private sector; syndicates, third sector/CSO (civil society organizations); universities, regulatory agencies; governmental bodies and public administrations; sanitation companies. Second we organized the total amendments in a grid that identifies the total number of participant for each category and the related type of amendment (Table 1), to make descriptive statistic. Research findings show that 51% of participants are individual citizens, while ‘Professional Association’ is the sector that contributed with the largest number of amendments (26%).

These preliminaries findings, even if still exploratory, allow bringing forward some considerations to the debate on participatory methods. Despite the digital divide, which typically limits the online methods of participation, the PLANSAB public consultation permitted to involve almost 100 individual citizens. Taking into account the territorial dimension of Brazil, and the shortness of consultation period, the participation achieved can be considered satisfactory both in absolute and relative numerical terms. Actually, the participants represented a plurality of societal sectors, even if the contribution of considered categories are very scattered, as the standard deviation of total amendments equal to 41.7 indicated. Data show that ‘Private sector’ and ‘Professionals associations’ (the two categories representing strongest interests) provided the highest number of major amendments (i.e. the substitutive and the suppressive ones). This result confirmed that both interests at stake and technical knowledge affect the engagement process. It leads to a twofold consideration related to the fairness of the participatory process. First, different involved categories need to be provided with same level of information. Second, when participation is for deliberative scopes as in the PLANSAB case, the rules underpinning the decision-making process, ought to rest the unbalance representation of interests. Future researches, analysing the textual data of amendments, can show category coalitions and hypothesize hidden power structures.

Sector	Participant s	Total Amendment s	Substitutive Amendments	Additive Amendments	Suppressi ve Amendme nts
Private sector	7	83	44	14	25
Syndicates	3	35	0	35	0
Third sector / CSO	5	63	14	41	8
Universities	3	21	8	13	0
Regulatory Agencies	3	24	7	17	0
Individual citizens	49	102	18	82	2
Professional associations	8	139	59	75	5
Governmental bodies and (other) Public Administrations	14	51	19	29	3
Sanitation companies	4	17	5	5	7
TOTAL	96	535	174	311	50

Table 1 - Participant taxonomy grid and type of amendments for each sector

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The game as an instrument of empowerment

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This article is a part of an ongoing research regarding the “deviated use of space”, developed within the framework of a Masters degree thesis. Its main goal is to investigate the agents and factors that guide social behavior and how it affects the aesthetic experience of people who use the physical structures of public spaces. The term “deviated” is a translation of the French word “détournement”, used by the participants of the Situationist International, one of the theoretical references that inspired this discussion. The term is the reduction of the expression “détournement [deviation] of preexisting aesthetic elements”, which states a new way of appropriation of artistic elements in everyday life through the construction of situations. Thus the “deviated use of space” drafts the aesthetic experience of Architecture as an element that could allow people to perceive and to criticize the city beyond the spectacular contemplation of its elements. The research problem refers to the way how the public space, more specifically bus stops and stations, are appropriated by its users, considering that these places are conceived in a way that privileges its function as a component of a rationalized transport system, instead of taking into account the part it plays as a place for social encounter and dialogue. The investigation concerns bus stops as part of the city’s public spaces, considering that they have a vocation to be, simultaneously, a place where people stay while they are waiting for transportation and also a place of transit, bearing in mind that it has to respond to a functional demand for the urban mobility system as part of a rationalized integrated network. Spatial programming is capable of limiting the ways its structure is used; therefore it has a direct influence on its users liberty for spatial action. The study of “deviated uses” concentrates on practices that are not limited by the programmed and regulated use of space as a consequence of social empowerment in contemporary urban everyday life.

This paper aims at investigating theoretical arguments that relate to experiences that have inspired cultural, artistic and technological movements that insurg against the strength of disciplinary society and its alienated condition. Some arguments and experiments of authors, artists and urban activists will be presented in order to discuss the different ways in which space can be perceived, criticized and lived on an everyday level. This paper also seeks to highlight some “spatial programming elements” – images, spectacle, game, rules, strategies, and tactics - found in the work of these authors that criticize the typical social alienation of modern way of life. The question lies in how the game could be an alternative to the subversion of the disciplinary order and an instrument for empowerment and counter-conduct. Vilém Flusser discusses the effects of images and their technological evolution, then presents the game as imaginative attitude in which new images of a possible reality are projected. In that matter, Michel Foucault’s concept of “heterotopy” (Greek for “other place”) comes as a way of understanding how different groups and societies have the ability to imagine non-existent realities, and though they are intangible at present, they are enlightened, thus capable of putting in evidence the limitations of the existing conditions. The Situationist International proposes games to be lived in the city, bringing the challenge of contesting rules to the scale of the body in an urban level.

This research wants to discuss the rules that affect the individual on a spatial level based on what is perceived as everyday practices ruled in conformity to a disciplinary behavior program. It is interesting to consider that those rules go accordingly with the interest of groups and institutions entitled to do such spatial programming. The social constraints that orient the actions and practices of the individual on the public realm may sometimes be understood as individual embarrassments. However, that fact reflects the control of individual and, most importantly, collective empowerment in the urban context. Therefore it has consequences on the development of autonomous social practices. From this perspective, the intention of this paper is to critically explore aspects that limit the freedom of the subject on the topic of the appropriation of space. The game would allow a collective construction of a pretend reality through the active participation of the players in the creation of new perspectives for the city. The competition element is

absent, instead what is sought is to maintain a collective interest by creating constant playful ambiance that would keep the players empowered to promote change in situations with what they do not agree. The game's rules are relative to the orientation of its participants' actions and could be used as a tool to uphold collective practices and enhance the creation of new non-prescribed rules.

“Phantom” of the living units: case of Istanbul

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Keywords: Participatory design, ecological planning, green areas, urban regeneration, social justice.

Giving priority to economical development in planning process ends up with losing ecological and natural values of cities and also exposes social problems related to implementation decisions. Day by day, cities have faced losing green capacity because of defective planning decisions and government policies. Likewise, contemporary urban planning practices focus mainly land cover based socio-economic decision making under the impact of strong settlement competitiveness of global trends ignoring socio-ecological dynamics in this process.

Meanwhile, rapidly growing metropolitan areas of Turkey have dilemmas between sustainable urban growth and urban ecology. Nowadays, Istanbul is experiencing disturbing and devastating urban planning and design practices including the loss of natural green areas. Due to mega projects in Istanbul, *green* areas are under threat of transforming to *gray* areas. At the same time, in urban development process, man-made environments become poor areas which design regardless of age, gender, socio economic level or race. At this point, critical question is that if there is no regulation related to “natural and artificial green planning”, how cities can conduct its sustainability and liveability while maintain its identity and social variety. Undoubtedly, it is essential to response the question of what role the regulation of green or/and open areas play in identifying quality of life in Istanbul as well as what role open spaces play in our social life.

Today’s concern is to lose social identity and urban identity in the lost of public open space. In the change of perception of space, some open spaces become to be

more spotlighted while others become useless, eventually. In the end, losing adherence of space and identity of space reveal importance of social integration and its relations with physical environment. The one of the problem is separation between physical and social space. None of them can be handled individually. This creates social problems and social discriminations in cities as well as Istanbul. Like expiration date these problems cause city's terminations.

In this study, ecological and social problems expose 3 main research questions. (1) Could urban green or open space merely be a physical component or could it be perceived as a social space? (2) Could green or open space be the ultimate factor that creates foundation of social relation in neighbourhood units? (3) How do we manage social obstacles when physical obstacles are destroyed and ecological problems are minimised by planning principles or new design methods, starting with the urban regeneration areas and/or new urban development areas? Could social structure be destroyed together with others?

This paper aims to focus on evaluating green and open areas in two diversified neighbourhoods, which are urban regeneration areas and new developed areas in Istanbul, while questioning which perspectives are underestimated on planning policies and practices, and what social, cultural, psychological factors are affected to neighbourhoods. The assessment will be based on underlining what is under threat in Istanbul as a result of both planning policies and implementation problems in Turkey. In addition to evaluate success and failures of the chosen urban development areas, interviews were made in two different parts includes with academicians and with dwellers individually. The interviews show social consequences as well as spatial consequences.

As a result, Is it possible to change future design of Turkey while maximising justice? What is important for our future? Economical development or human beings?

Investigating the challenges and realization of participatory planning in Taiwan

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Keyword: “participatory planning”, “institution”, “evaluation”

In the 1990s, community-planning systems were introduced in Taiwan by the government. As a result, the government gradually established institutions of community planners and “community empowerment”, thus bringing about rigorous citizen participation in community planning. While participatory community planning has developed to some extent, the participatory condition of urban planning is still not mature. In Taiwan, there are common examples of that such as the planning process of Periodical Overall Review of Urban planning and infrastructure planning.

Institutions are “frameworks of norms, rules, and practices which structure action in social contexts” (Healey, 2007, p. 64) and international research shows that successful participation and integration of diverse interests in planning depends to a significant extent on sufficient legislation and enforcement mechanisms (Boswell Franklin, 1998; Sinclair and Doelle, 2003). They can be formal or informal (North, 1990).

“Formal institutions include laws, rules, and regulations; informal institutions comprise norms, values, and customs that structure action. Both formal and informal institutions influence public participation. Formal institutions, for instance, shape the legal requirements of public participation. Informal institutions underlie the cultural motivations behind participation in a given social context (Ganapati & Ganapati, 2008).”

This paper will first investigate the institutional variables, or the institutional limitation that either affect the extent and the condition of participation, or hinder the development of participatory planning in urban scale by means of conducting a pilot

study. The pilot study will interview organizations or people that used to apply participatory approach in urban planning or infrastructure planning practices. Secondly, this paper will classify ideals of the literature for participatory planning, hence the gap between the ideal and the reality of institution could be identified more clearly for improvement.

The purpose to conduct a pilot study is due to little literature on participatory planning in light of institution in Taiwan. As a result, this pilot study aim to explore key issues of participatory planning practice in its regulatory context and clarify institutional variables and institutional limitation of what my major research might study. What regulations limit or influence participatory planning? How do they limit or influence it? The key issues that the interviewees mentioned above provide would help to identify the institutional reality of the participatory planning in Taiwan.

Second, I will classify the literature of the ideal participatory condition, goals and functions of participatory planning into several criteria as evaluation framework. The literature has provided various classifications for the function of participatory planning and participation in general to identify the function of participatory planning (see, for example, Ran, 2012; Richardson, 1983; Coenen et al., 2001). Generally, it is classified as substantive, normative, and instrumental reasoning. The functions and the goals of participatory planning could be concluded with a standard or indicators to judge whether the participatory process achieved the goals of participatory planning or applied the functions of that. In short, this paper would classify the reasoning of the literature into several criteria as evaluation framework that can evaluate the reality in regulatory context.

Comparing the institutional influence and the institutional limitation to the evaluation framework, this study could finally clarify the gap between the reality in light of regulatory context and the ideal participatory planning and what challenges for participatory planning in Taiwan nowadays. Moreover, this paper is the first part of my study. The next part of my full study will be empirical study, which applies the evaluation framework to investigate the weakness of the institutional condition of case study and the challenges of participatory planning in practice task in Taiwan.

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Shifts in urban governance: a study of education projects in two urban local governments in Kerala, India

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Keywords: Planning for education; decentralisation; project formulation; the local state; Kerala, India.

This paper reports partially on a study of the efficacy of urban governance institutions following decentralisation in the state of Kerala, India in three sectors – health, education and sanitation. The study was funded by the Ford Foundation. This paper focuses primarily on the education sector.

Within the larger study, shifts in urban governance were conceptualised as undergoing qualitative transitions with regards to 1) efficiency in terms of cost effectiveness and greater inclusion in the delivery of objectives of the service sector; 2) transparency and accountability to stakeholders and 3) participation in decision making and implementation. The aim of the wider study was therefore to identify, examine and compare the new forms of governance with what existed earlier with respect to the nature of the shift, the significant features and the impact of the shift. The guiding research questions that were formulated at national level were therefore as follows:

- How was policymaking and service delivery organised both in terms of structures and processes in the pre-liberalization period?
- What were the new institutional arrangements between the state and local level undertaken as a consequence of the reform process? What were the specific features of collaborative forms as a result of new arrangements?
- What regimes were instituted by government in the form of initiatives, programmes and mandates to allocate resources? How did these regimes guide

(create or sustain competitive and/or cooperative pressures on) local agents' service delivery roles and processes?

- What new methods were instituted -
 - a. In the processes of decision-making and financial allocation to ensure transparency?
 - b. for accountability and access?
 - c. to engage variously defined stakeholders in the governance processes?
 - d. and what was the nature of participation in decision making processes?
- How might globalization have impacted upon the capacity of the State to deliver public services, when the government's role is primarily reduced to facilitation of new governance processes?

Kerala is generally known as a welfare oriented state. One of the major governance reforms in the period of study was the decentralization initiative and the launch of what is commonly known as People's Planning Campaign (PPC), a process of participatory budgeting and planning. In Kerala, the study formulated the following empirical research questions:

- What were the state, district and local government level contextual factors that would help understand the post liberalisation changes in governance?
- What were the overall state of affairs at state, district and local government level in education, health and sanitation?
- What were the main projects currently being executed in health, education and sanitation in the LSGIs?
- How did the projects come about and who were the various actors (levels of government, private sector, NGOs/CBOs) in project planning and implementation?
- What were the roles of the various stakeholders in the projects and why?
- What does the above data say for urban governance in practice in Kerala today?

Two urban local governments were chosen for study - Kozhikode and Alapuzha. Following an initial search and study of state level data through relevant documents and websites, within the case studies, a mixed methods qualitative enquiry was employed. For information on local government level projects in the three different

sectors, local government records and publications were studied. Also elected representatives, key officials in charge of these sectors at the local government level and local media representatives were interviewed at length. From the overall picture that emerged, at least one important project that emerged as significant was chosen for documentation in each sector in each local government. More closely focused qualitative fieldwork was then carried out to document institutional arrangements and project implementation arrangements in these projects. The methods employed included site visits, analysis of project related documents and in depth interviews with various stakeholders.

As mentioned earlier, this paper will report primarily on the education sector. The empirical evidence suggested interventions were fairly comprehensive and targeted at improving the infrastructure and quality of education in the public sector explicitly posing an undisguised challenge to the privatisation of education. Public involvement by way of local volunteers, PTA members and teachers are substantial and they constituted the major drivers for the programme. In Kerala, the process is not hijacked by the elites as is reported in the wider literature. This could be symptomatic of both the process of plan formulation and also the different development ethos of the state. The local government projects in the education sector can then be seen as equalising, mobilising and challenging (of privatisation) in its scope and detail. The similarities in the projects formulated in both cities were however striking. This may be due to the steering impact of GoK guidelines, similarities in the issues faced by the public sector in education in Kerala and also due to diffusion of ideas amongst local governments through the various state level meetings and training workshops organised and facilitated by the state Govt, venues where councillors and officers meet regularly. Though similar, there is still a difference in the emphasis of the projects. Thus while in Kozhikode there is a focus on arts and art forms in the curriculum, in Alappuzha the emphasis is on sports. This is partly reflective of Alappuzha's aspirations to be known as a major sports centre, especially in water sports and tied to this, its investment in a stadium for the city. The untied devolved funds provided by the state govt allows for such variation. The significance of the infusion of funds (from centrally

sponsored schemes such as the SSA) which permitted such investment should not however be missed.

In our study we found an increasing sense of accountability, tied more to logics of responsibilities to citizens rather than a universal notion of efficiency that is symptomatic of neo-liberalism. Local governance seemed to actively offer a resistance to the extension of global capitalism. However this is not to mean that the private sector is not active. Instead we found that the logic of responsibility to citizens, citizen rights and poverty alleviation seemed to infuse the functioning of the local government at least within project formulation in the service sectors. As Spivak (1992) notes this acknowledgement is in itself significant as it is disruptive of capitalism. Kerala experience seem to suggest Mouffe's (2000) ideals for an agonistic and conflictive polity, ultimately resulting in the formulation of more redistributive and accountable projects that place citizens centre-stage.

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Convivial urban spaces: The case of Sakarya Street, Ankara(Turkey)

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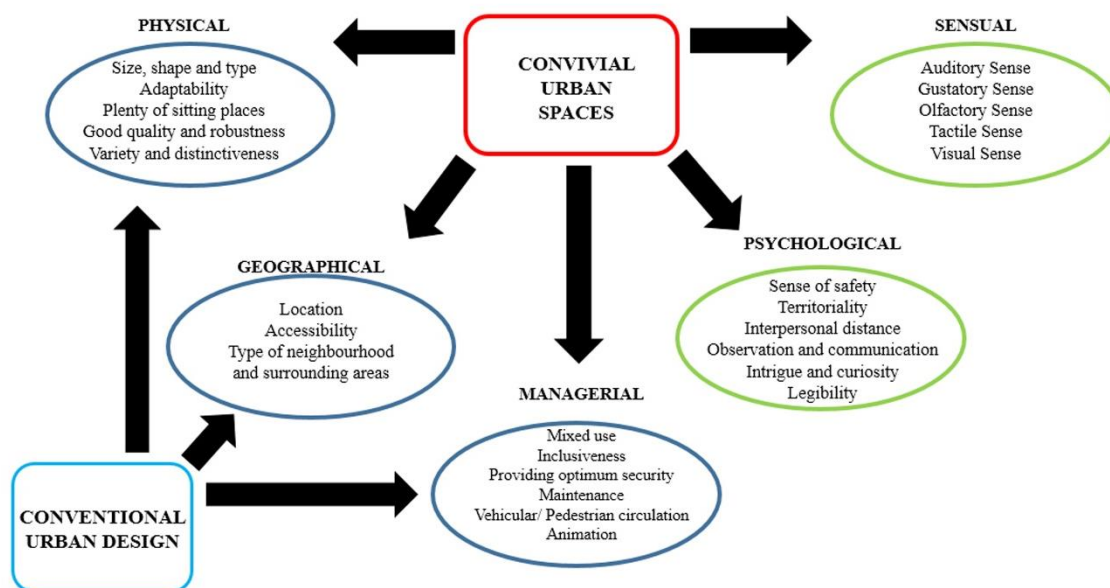
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This study focuses on the necessity of socio-spatial experiences of people, which are gained from public space specifically from streets that are subject to urban design approaches. Besides analysis of geographical, physical and managerial dimensions of the place, that are associated to urban design and planning processes, it reveals the deficiencies about including the psychological effects on the place on people via their senses, in other words, the information gathered through experiences to design process. By this way, it aims to explain the structure of the relationship between daily experiences of people and spatial formation of a street, and public life and public place. Hence, this research is structured with Convivial Urban Design approach, which brings together the emotions and psychology of people along with these kinds of urban design.

In this context, Sakarya Street which is located in the centre of Kızılay, Ankara (Turkey) is investigated. Kızılay has gained importance as a new bureaucratic and politic centre after proclamation of the republic, however, the period after 1980, covers the course which is determinant for consumer policy. Although, people were actively spending their time at Kızılay, car centred design approaches had changed it into a place where the main transportation type is transformed from pedestrian to motor vehicles. The Sakarya Street, which is the one of the main arterial of the city centre, has conserved its importance as being one of the limited pedestrian streets that

appealing to people of various portions of city with respects to different age and gender from past to present. This importance of the change is analysed in terms of conviviality. With the help of the questionnaire developed with five different convivial criteria, and its results are examined in this study in detail. Adoptable convivial space recommendations are given at the end of the study to enlarge urban design approach to a new level.



Criteria of a Convivial Urban Space

Study is constructed with a case study method which compose of observations, photographs, in-depth interviews, cognitive maps and questionnaires at the place. Sakarya Street, as a part of one of the most important and crowded pedestrian zones of Ankara, is selected as the sample area for the analysis to the field research. Sakarya Street is chosen for this study because it consists of both the historical and social background which has a great importance for citizens of Ankara.

This study analyses the conviviality of Sakarya Street (Ankara). In this manner, the research aims to develop an analysis method for evaluation of conviviality of the urban space. For this purpose, an extensive literature review has made according to theories' and along with their backgrounds. As per the theoretical background of this study, approaches examine urban space with regards to five main dimensions has been adopted under the main headings of geographical, physical, managerial, sensual

and psychological. In this manner, one of the main street of Kızılay is selected (Sakarya Street) as it has been changing since early 1800s in terms of urban development dynamics in line with modernization of Ankara. To better understand and analyse the changes Sakarya Street and how it has encountered during these changes, the method of interviewing is used.



Although in the first plans made after Ankara became the capital of Turkey (Löcher Plan in 1924 and Jansen Plan in 1932), the street was planned as a green and pedestrian area, it took long time to actualize it. With Height Regulation of buildings made in 1960s, there were additions to the buildings around Atatürk Boulevard and Sakarya Street was also affected by these changes. These Height Regulation plans caused the buildings in Sakarya Street have average 6 floors. Pedestrianization took place at the end of 1970s. On the other hand, due to existence of various gastronomy units on the street. It was the most preferred place for eating and having a drink and spending their free time for citizens. There were scent smells and variety of colour due to the flowers in 1980s, which creates a distinctness from other streets. The street addresses different types of users with its fishers and doner shops (traditional food) in addition to other shops, which gives the street the value of today. At the end of 1980s, the centre moved towards Tunalı Street from Kızılay due to the increasing number of residences reaching out towards the borders of the city and the increasing shopping malls. In this period, Sakarya Street become a place for middle income users. The number of users and the variety of them has increased after 1997 with the subway coming into service. In today's Kızılay, the number of pedestrian areas has decreased due to the car-oriented urban approaches. Even Sakarya Street has experienced some physical changes through its history, it maintains its conviviality thanks to its uses and activities it has and the place in peoples mind.

Sakarya Street has been continuously changed; however, its distinctiveness, arising from the customers looking for traditional taste, doner and special taste, fish, attracts people from past to present. Its identity on gastronomy becomes positively memorable and attracts new as well as old customers, which makes Sakarya Street a convivial space. A variety of opportunities to eat and drink and some performances and shows on the street give people the sense that they are in a unique place. Pleasant aromas of flowers on the flower shops affect the attractiveness of Sakarya Street. Different people are affected by different combinations. Some are drinking cafes and observing other people; some stops for a glass of beer. People attract people and streets with a lively environment are more likely to appeal to more people and new visitors. When users find a piece that belongs to themselves, then they adopt to place

with their experiences and continue to use it. In this case, senses and psychologies of users are connected to the conviviality of the place, beyond the geographical, physical and managerial dimensions of the place.

It is not logical to expect that all of the elements mentioned above fit to a space to be convivial, but, a number of these elements will enough to contribute to this course. Furthermore, the route to be followed while combining these qualities to create a pleaser and healthier environment also does not come from a formula. However, there are some objectives to be fulfilled such as sufficient lighting, even pavements, adequate locations for seating and chatting. Although people have different choices of combinations, there are some basic characteristics as indicated above that will be welcomed by mostly everyone. In conclusion, this study aims to analyse the conviviality along with its identifying elements of Sakarya Street by examining the effects of the street of users in terms of senses and psychology of the people. As being the primary pedestrianized place of Ankara through its history, the research showed that the street has a well-defined structure and identity as per its social dimensions as of today. At this juncture, the conviviality criteria that are composed in the scope of this study can be used for further urban design studies.

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Reusing Dublin: evaluating the utility of a crowd-sourced / web mapping tool for addressing underutilization of spaces in Dublin

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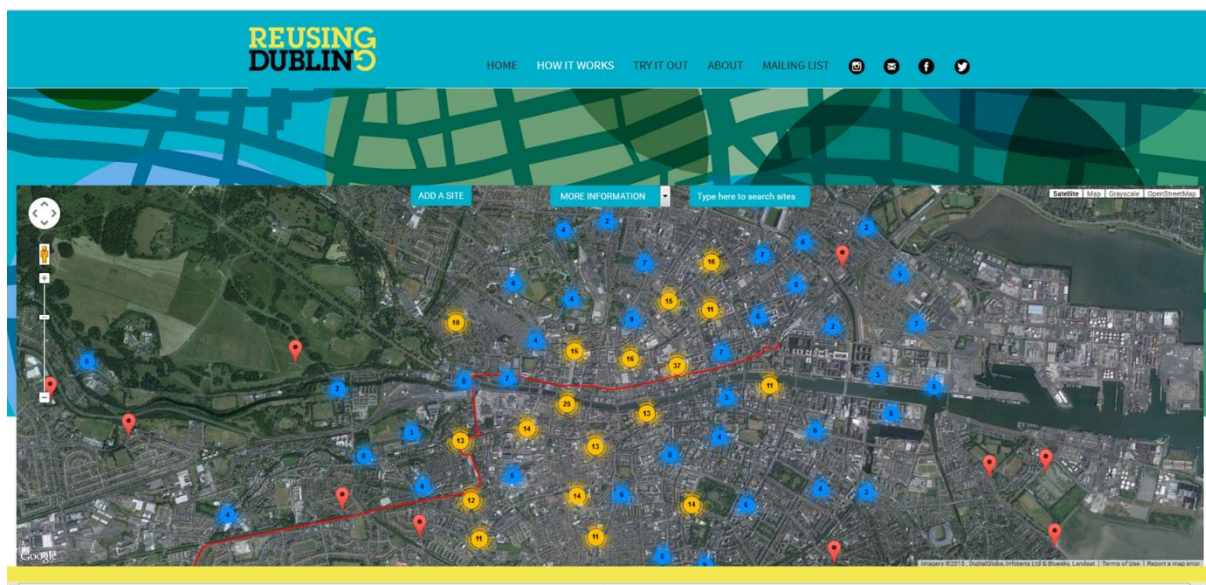
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Global trends such as recession (UN, 2013), climate change (IPCC, 2013), urbanization and population growth and migration, as well as increased demands on food, shelter and security (UN, 2013) are causing many economic, social and environmental problems in cities. The challenge for planners is to provide suitable, effective and timely solutions to these problems with tools to support more proactive decision making and ensure urban resilience. However, interdisciplinary exploration between resilience thinking and planning theory and practice is in its infancy (Wilkinson 2012); similarly, the application of geospatial information and communication technologies (G-ICT) to building urban resilience has been only sporadic. While literature on resilience recognizes the need for socially robust data which is locally embedded, historical and socially contingent (Weichselgartner and Kaspersen, 2010), the practical examples are lacking. In addition to traditional geographic information systems (GIS) and decision support and visualisation tools, crowd sourcing, locative social media, geotagging, and geospatial analytics carry the potential to aid the planning process. Once adjusted to fit the needs of planning practice, these tools can empower a city with knowledge and intelligence by helping to identify relevant patterns and relationships and enabling citizens and planners in the process (Steenbrugen et al, 2014). This paper / presentation focuses on the development, implementation and evaluation of a prototype crowd-sourcing and web mapping application Reusing Dublin for inventory and communication about underutilized urban spaces in Dublin, Ireland.

The research objective is to examine if Reusing Dublin can support the identification of economic reuse and redevelopment opportunities that are operationalized in terms of diversity as one of the key resilience principles (Wardekker et al. 2010). The application facilitates an inclusive and interactive crowd sourcing process that gathers information on underutilized spaces and raises awareness and knowledge of this issue while engaging citizens with their locality and with one another. Methodologically, this research is based on prototype application development, implementation and evaluation. Dublin was chosen as a case study for its pronounced problem of building and site vacancy and dereliction in some of the central city areas, especially following the most recent economic crisis. The application design was based on interviews with focus groups consisting of the council planners. These were used to identify the system requirements in terms of functions, interface and relevant information that the tool will help collect.



Reusing Dublin has six main functions: Discover information, Add information, Connect with others, Data layers, Search and Links to social media. Reusing Dublin was developed by Future Analytics Consulting based on a tool design concept involving a web mapping server, application and interface which allowed both data viewing and data input by the users. The software included: MySQL - Database management system; php - Web scripting language connecting the application to

database; HTML - Hypertext markup language, used to develop web pages; CSS - cascading style sheet, formats design of web pages; and Javascript - web scripting language. Reusing Dublin has been operational for the past 6 months and sufficient data is collected from the local communities to enter the evaluation phase, which is currently under way, with final results expected by the end of 2015 / early 2016.

The evaluation is administered as a controlled pre-test post-test experiment, with the pre-test carried out in the design phase via semi-structured interviews and a questionnaire with local planners. The post test is carried out in a second round of focus group interviews and questionnaires following the implementation of Reusing Dublin. The data are analysed by coding and statistical analyses in order to determine if there is a significant difference in the ability to identify opportunities for resilience before and after the introduction of Reusing Dublin. The technique used to assess the change in the type and nature of opportunities identified is based on the concept of *ideation* suggested by Muller and Ulrich (2013). The authors discuss how using information systems can support ideation by creating virtual environments or by implementing other forms of computerized creativity support, such as brainstorming for the purpose of allowing employees and groups to explore new ideas together. Muller and Ulrich use Cougar's (1996) creativity model to define creativity (ideation) within the IS literature. From the IS perspective creativity (ideation) can be facilitated by IS through four media: environment, person, process or product. The results of evaluation phase will show if Reusing Dublin as a product has the capacity to facilitate creative planning for underutilized urban spaces.

Reusing Dublin is an output from the EU FP7 TURAS project, which seeks new adaptive and flexible approaches to urban planning that can build social-ecological resilience in response to the convergence of crises. TURAS stands for Transitioning Towards Urban Resilience and Sustainability (<http://www.turas-cities.org>).

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Participatory architecture and urban design: between practice and theory. The Portuguese case

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Keywords: Participation, architecture, urban design, urban management, SAAL, Lisbon

Participated projects have been shaping architecture and urban design over time. In some contexts, and particular periods, people's participation and involvement has been pointed out, but in others it has been disregarded and forgotten. In spite of this ambivalence there is a vast referral to participation as a fundamental part of urban management and protect. Blundell-Jones et. al., (2005) report that the involvement of people at some point in the development of a project is a common denominator to all the participated architecture forms. For Garcia (2008) participation is important in maintaining social ties and the relationship of individuals with the power of decision and citizenship. We emphasize public involvement in the planning process as an asset and the participation of citizens as an appreciation of the individual in the social context.

In the 60's, new ideas and theories on participation were tested in developing countries. There, the needs in terms of housing and living conditions were outstanding having served as a laboratory of ideas advocated in the United States and Europe. Public participation only gained popularity from the 70's. In this period, the discrepancy between the political agreement and the interests of ordinary citizens left the population dissatisfied with the system and powerless over decisions that affected. Thus, the demand for more effective processes of participation of the population has become a manifesto in several Western countries. The 80's focused mainly on big urban plans of high profitability and accelerated urbanization processes, marginalizing the participation of the population. In the 90s and in the early years of the century. XXI new problems are equated: the financial crisis of the state and local

authorities; the decline of state capacity; globalization; the complexity of social phenomena; and accountability and political representation. In urban systems are interdependent actors, institutions, functional activities and spatial organizations. Nonetheless, in this context there are new participatory initiatives which emerge new actors

In Portugal these theories have their integration with the SAAL process in 1974-75, particularly with the self-construction method. This was an experience and a practice of community participation in the production of space to inhabit. Resident's associations have been given more power of legislative system, as the bottom-up model, made this a unique approach in reference projects of interest in Portugal.

In addition to the legal instruments, there are other participatory tools, non-formal, with implications for the planning of activity. This is the case of participatory budget (PB) seen and applied as a draft of a model of public administration participated. In 2010, Lisbon implemented the BIP / ZIP program (Neighborhoods Priority Intervention / Priority Intervention Zones). This program is part of the Local Housing Program (PLH) it is intended to foster local partnerships and small interventions and is an initiative by the authorities to create opportunities for the participation of the inhabitants. The program results from the existence of slums, poor living conditions, urban decline and lack of social partners. It aims to improve the areas covered by supporting local projects that contribute to the quality of life of residents and the municipality. To achieve this, the municipal administration became involved with the locals, the parish councils, architects, lawyers, start-ups and other professionals to boost local development and bottom-up urban planning.

This article analyzes the issue of participation in architecture and urban design and its importance in defining the practical and political mechanisms and urban management, as a way to respond to urban problems, the administration and the social needs of the inhabitants. It frames and analyze the origin of ideas and theoretical perspectives of participation in the 60's and sets up a comparison between the realities and practices that shaped the theories, participatory models, techniques and debates led in Europe and the United States. We intend to evaluate the debate and practices in the Portuguese context, where the SAAL is incorporated as a case in point, and the

new participatory initiatives which emerge new actors such as the case of participatory budget and the BIP / ZIP Program, in context of the Lisbon municipality.

We argue, and empirical analysis have confirmed it, that the practices and participatory mechanisms have implemented a framework to prevailing theories, being a way to respond to urban problems, the administration and the social needs of the inhabitants. Therefore, the participated architecture and urban design both result in projects designed for the people and not only a response to technical issues. The growing interest and projection of participation can be seen as a manifestation of the value that population can take in nowadays cities. In this sense, architecture and urbanism can integrate in the space those who inhabit it, by listening to different perspectives that emerge in today's society.

Urban Acupuncture: revitalization of urban voids by small-scale interventions. The BIP / ZIP program, Lisbon

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Keywords: Urban acupuncture, urban voids, participation, Lisbon, BIP / ZIP program

The second half of the XX century saw the growth of several European metropolis. This expansion has both developed the surrounding areas of the cities and created new cities from small villages. There has been a fragmentation of the city's functions, the center has lost its housing function and is now made up of offices, services, leisure functions or corporate headquarters, while industries moved to peripheral poles near the principal transportation lines.

One of the first definitions of this kind of spaces, the urban void, was presented by Manuel de Solà-Morales (1995). He proposed a vision on these spaces (which had not necessarily to find empty) covering both urban and rural areas, with well-defined or undefined limits. Urban voids are characterized by a lack of effective integration in the city, they are forgotten spaces that remain outside the urban dynamics, becoming uninhabited areas, unsafe, unproductive and, consequently, strange to the urban system. To Solà-Morales these spaces show their potential as spaces of freedom in a standardized city, regularized and capitalist, by offering a spontaneous and creative appropriation and informal uses that otherwise couldn't find their place in the city. In this context, one of intervention strategies is part of the theory of urban acupuncture, defined by Manuel de Solà-Morales (2008), Jaime Lerner (2007, 2008) or Marco Casagrande (2006, 2009, 2014).

Can the theory of urban acupuncture, using small-scale interventions, be applied to enhance the revitalization of urban voids? One of the issues to be considered is focused in the complementarity that these interventions may have in relation to top-down strategies of city scale. The principles set out in the theory of urban are defined by the speed of the process, the engagement of local stakeholders, the promotion of education of those involved, small-scale interventions, the holistic approach and the challenge of creating places for an intervention strategy to be adopted.

Lisbon is the capital of a metropolitan area that grows more and more, while the city itself becomes empty. It is a city full with expectant spaces, to requalify and regenerate. Examples are: the spaces which are between consolidated urban fabric with history, past and memory; degraded, abandoned and disqualified spaces, sprawling to degradation the urban fabric; spaces that can serve as meeting-points and union-areas for the city's inhabitants, as a social space. In this context, the municipality has implemented the BIP / ZIP program ("Neighborhoods and priority areas for intervention"), in 2010. This program is part of the Housing Local Program (PLH) and is intended to foster local partnerships and small interventions. It is an initiative from the authorities to create opportunities for intervention with the participation of the inhabitants. The reasons underlying it's the creation are rooted in the existence of neglected neighborhoods, with poor living conditions and various spatial and urban vulnerabilities. The program aims to improve these areas by supporting local projects that contribute to rise the quality of life. To achieve this, the municipal administration calls for involvement of the locals, the parish councils, architects, and other professionals to boost local development and urban bottom-up planning, framed in an urban acupuncture strategy.

This article discusses the problem of urban voids as a hypothesis for urban upgrading and revitalization. It develops the ways in which this type of spaces appeared and developed in the city and it seeks to understand their contexts within Lisbon and the implementation of BIP / ZIP program. It analyzes the strategy of urban acupuncture, as a contribution to the reform of the urban environment in which it occurs. Based on a documental analysis, from the several years of the program and

its various projects, we intend to make a diachronic analysis taking into account the changes the program has taken over time, the presented projects, the actors involved, participation and innovation, some obstacles and potential of this program. Since 2011, the program has promoted and operated small local interventions that promoted activities and project development in neighborhoods and priority intervention areas that were able to provide answers to social and urban emergencies, a challenge to the well-being of the incidence of community projects and had repercussions in the city.

The empirical analysis shows that small-scale interventions, with implemented participatory practices and mechanisms, can be an addition to the top-down traditional strategies of city scale, setting up both as a form of response to urban problems and administration but also as the social needs of the inhabitants.

An intuitive “Scientific Workflow System” for spatial planning

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1. The Problem

Recent years have witnessed a sharp increase in complex spatial planning problems. Consequently, almost every research exercise has to face the rise of vast new bodies of information, which become increasingly difficult to handle. At the same time, big data expands rapidly through recurrent additions of new datasets.

In principle, such readily available data should pave the way for greater transparency in planning, research and decision-making. Unfortunately, the increased availability of data comes with a huge drawback: data is usually available in many flavours of varying quality. Therefore, one needs to clean, normalize and filter such data, prior to connecting it with other sets of already processed information. This is most certainly a necessary exercise. However, it subjects the researcher to the arduous task of cleaning and sorting data, which is normally a time consuming, repetitive and often boring task. Moreover, it represents just a fraction of the entire problem he or she aims to address.

In addition, these new kinds of research require an inter-disciplinary approach: statistics, mathematics, informatics, geography, economics and sociology, urban and

regional planning, as well as law and politics, to name only a few. Any researcher involved in such activities therefore needs to work with different tools, each coming with its own files, formats and language. It quickly becomes very difficult to keep track of all the data within one's workspace.

2. Objectives

We recognize that the problem described above is twofold: Firstly, we need a reliable analytical tool for tackling spatial problems, and secondly, we need reliably processed information, in order to shorten research time. In addition, we strongly believe that this tool should harbour the possibility to cater for the needs of other researchers.

Hence, our proposed solution is as follows: To begin with, we wish to create a single open source work environment with basic functionalities. This work environment should come with the possibility of easily constructing one's own custom functionalities.

At the same time, such a work environment should easily connect to a database structure for storing and retrieving data. Hence, a subsequent step would then be to host a database to store 'clean', normalized data, available online, ready to be used via the application. We believe there is no need for everyone to process the same data over and over again. We therefore wish to focus on sharing already published data, thereby aiding future projects.

Hence, the application will constantly be connected to this database, thereby offering the option for saving the workflow, as well as for import – export operations. General functionality thus includes the following: data collection and processing; data storage; data retrieval and filtering; data analysis; graphical representation; text processing; the possibility of exporting data at each stage of the research project; data sharing; workflow loading and saving; and workflow templates.

With respect to the application itself, we wish to avoid creating a novel application from scratch, as we do not have the necessary time and resources. Instead, we would like to create a common framework for selected existing open source projects, on which they can work and interact.

We are also aware that we need to provide an intuitive homogenous graphical user interface, in order to increase the speed and quality of research.

Thus, the application fits into the ‘Scientific Workflow System’ category. There are already other relatively similar tools available, but they were started from other fields of research and do not comprehend all of the functionalities needed in spatial planning and research.

3. Methodology

Our language of choice in solving the problem sketched above is the Julia Programming Language. We have come to appreciate Julia for its easiness of use, its inherent speed and for the possibility to integrate other programming languages.

At the time of writing, we are developing both the application and its associated database in an incremental manner, as we encounter difficulties within our own research projects.

Specifically, we shall make a list of required tools, and subsequently check every source to test whether it is compatible with our programming language of choice. We shall then proceed to create the connections between these existing tools and Julia. If the language of the source code does not prove desirable, we shall try to find alternatives. If they are non-existent, we shall create them anew.

We are working on templates to store different kinds of data. The prime database of choice is the RDBMS PostgreSQL, but we shall also need noSql DB, for storing graphs. Another database we would like to use is SciDB, a database created for working with arrays and matrices.

With respect to the graphical user interface, it will need to be created from scratch.

4. Main Results and Contributions

As a final result, we expect to have a unified open source work environment for students and scientists alike, as well as a readily available interconnected database. Both of them should provide great improvements in the speed and the quality of research. In addition, the resulting research work will gain full transparency, since both data and workflow are available for others to check.

Both tools should, in principle, have a high degree of applicability, mainly in the field of planning and research. Thus, the application is built with robustness in mind, in order to tackle even the most demanding tasks. At the same time it supports extensions and customisations, in order to suit other researchers’ needs.

The conference of urban policy of Belo Horizonte: what we could know through the newspaper O Tempo

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The twentieth century was marked by an intense process of dispute over the democracy question. This dispute, waged by the end of each of the World Wars, revolved around the desirability of democracy, which resulted, however, in the hegemonic idea of democracy restricted only to the participation in the election processes (Souza Santos & Avritzer, 2002, p.39). This centralizing sense of democracy was not immune to the criticism that sought to approach to this idea a broader notion of democracy, to which are associated the ideas of social mobilization (Friedmann, 2006), public space as sphere of formation and expression of citizenship (Habermas, 1997) and the possibilities of creating autonomous individuals for the establishment of a democratic society (Castoriadis, 1982).

With the re-democratization of Brazil in the 1980s, the intense struggle of social movements resulted in the creation of a varied legal and institutional framework, aiming to bring society closer to planning and management of urban policies. However, the legal advances within the City Statute, Law 10.257/ 2001, legal benchmark that regulates the urban policy chapter of the Federal Constitution and establishes the "democratic management through direct participation" as a general guideline of urban policy, have not resulted in structural changes of urban space occupation. This observation leads one to question the effectiveness of the instrument of social participation as a counterpoint of the political game, for those who are historically excluded from the right to the city. In practice, what is observed is that these processes take place in a social context of strong heteronomy, where access to reliable information is fundamental for equity of access and participation in the decision-making processes (Souza, 2006, p.174).

In Belo Horizonte, the fourth largest city in Brazil, social participation in elaboration of planning legislation and in urban management has become a requirement since 1996, with the establishment of the City Master Plan by Law 7.165. Thereafter it was decided that the Municipal Council of Urban Policy (Compur, in portuguese) and the Municipal Conference of Urban Policy (CMPU, in portuguese) would be the main forums in which such participation would grow. The first CMPU was carried out from October 1998 to February 1999, the second CMPU took place between October 2001 and August 2002, and the third CMPU happened only seven years later, in 2009. By following the determination of the City Master Plan that the CMPU has to happen every four years, in 2013 should have happened the IV CMPU, but the event did not begin until February 2014, already in the midst of dispute processes and conflicts between the various actors involved.

This paper aims to build and analyze the picture of the IV CMPU which is possible to be made using only articles published in a local press vehicle, using Content Analysis¹ (CA) as research method. The choice of the newspaper *O Tempo* was due to the reach of its publication. Since its a digital platform with open access, it figures as the fifth largest newspaper in the country², with over 30 million daily hits.

The CA was based in articles published between January 2013 and December 2015 (two months after the end of the IV CMPU). The search for the term "Urban Policy Conference" in the newspaper's website showed 161 articles as result. After an initial triage we chose to take into consideration only the articles where the term appeared in the title and was the subject of the text; and those where the IV CMPU was the main topic of text, totaling 41 articles. The CA was made under the following perspectives: about the objectives of the IV CMPU, we sought to identify how it was presented in the articles and to which objectives it was linked; about the conflicts, which were the conflicts presented, how they were presented and what were the actors involved; and about the actors, which were presented and what was their relation with the process.

¹ Content Analysis is a methodology which describes and analyzes the content issued in the communication process, whether spoken or written (Bardin, 1977). It consists of systematic procedures of quantitative data survey, such as the frequency of occurrence of terms in a given text, and qualitative data survey, which allow the analysis of messages and inferences about collected data (Cavalcante, Calixto & Pinheiro, 2014).

² Source: Circulation Verification Institute - IVC.

This data analysis is important for the reflection over the quality of information achieved by the citizen who receives information about the participation processes only by the media vehicles. Of the 41 articles considered, 10 were published in the “Cover” section and the other 31 in the “City” section, which together account for almost 70% of the accesses to the paper's website, demonstrating the relevance of the subject.

On the objectives of the IV CMPU, the articles associate its realization with a process of revision and/or adjustment of planning legislation, contributing with the idea of an eminently technical event. There are very few articles that relate to citizen's everyday issues such as urban mobility, housing, environment, culture and other public policies. The conflicts can be grouped into two types: the ones related to the convening and conducting of the process; and the conflicts related to the proposals presented. The articles exposed conflicts ranging from the obligation by the Municipal Government of convening the IV CMPU, through the schedule and the agenda of the event and the definition of its participants. On the other hand, when dealing with the proposals presented in the Conference, the articles focus in those involved with changes in urban consolidation and land's value. Despite the large number of proposals discussed and approved at the IV CMPU, a total of 647, the articles presented to their readers the content of less than 5% of the proposals. The judicialization of the IV CMPU, given the severity of some of its conflicts, was also a fairly recurrent issue. Regarding the actors, one perceives the variety of actors involved and the diversity of opinions and interests, although it is possible to notice that few have the chance to express themselves through the newspaper articles.

The processes of planning and participatory management in public policies, such as the IV CPMU, are by nature spaces of exhibition and confrontation of ideas and diverse interests. In these cases, the information is an important tool for both who are directly involved with the process and the rest of the population who will have their daily lives affected by the resulting decisions. The reading of the IV CMPU made from what was conveyed in the newspaper *O Tempo* allowed us to diagnose a level of disability, partiality and inaccuracy of the information disseminated, which can induce to mistaken opinions in respect to this participation forum and its results.

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Communicating urban growth and ecosystem services in the age of Web 2.0

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Keywords: communicative planning, ecosystem services, urban growth, social media

The paper focuses on the urban growth of cities and urban regions, particularly with reference to the potential conflicts between changing land-use and ecosystem services (ES). In spite of the existing research carried out around the world, this problem still seems to pervade planning in cities and urban regions. The study adopted a novel approach, where planning is inherently connected to the professional and political contexts of planning epistemology. Although this issue has been theoretically discussed before, there are few empirical studies on the actual functioning of different epistemologies, novel technologies, and communicative cultures of cities.

The paper draws on planning theory and practice, in particular, participation of different stakeholders and the relevant communication between planners, other experts and the wider public. In addition, the development of information technology has provided new tools for participation in the planning projects. The development of what is now usually called Web 2.0 - a term that refers to a second-generation web based on the use of novel technologies - has added a new layer to this toolbox, through social media, through online publishing in blogs, and through a variety of interactive tools, such as maps where stakeholders can add relevant information and give feedback. Secondly, the paper focuses on the planning processes that urban regions and cities are increasingly facing in land use when adopting the ES concept. The ES can be categorized as supporting services (e.g. biodiversity and habitat), providing services (e.g. fish and wood), regulating services (e.g. controlling flood) and cultural services (e.g. recreation). Only recently the ES have been brought to the attention of urban and regional planning and policymaking. The benefits from the ES are still

unknown for a large group of experts and non-experts. Within this context it is still difficult to reach a consensus and define the relevant knowledge in ES, considering also that public servants and politicians who are not enough informed make most of the land-use decisions. In addition to this, the latest changes in communication in the age of Web 2.0 are increasingly proposing new methods to communicate the ES concepts and to both experts and non-experts. However, only a few examples of online forums and Web 2.0 platforms have focused on how to stimulate public debate on ES. It seems that the existing conceptual framework of participation is not sufficiently developed to address the communication of urban growth and ecosystem services. To this end, the four metropolitan regions of Helsinki, Stockholm, Berlin and Manchester have been studied with the aim to understand how the Ecosystem Services discourses are structured in the planning discourses and participatory process. The methods used are a cross-case comparative analysis of planning documents from the four metropolitan regions, semi-structured interviews to local experts and planners. In addition to this, active participation through Web 2.0- technologies allowed to understand the integration of ecosystem services to the planning practices. The preliminary results show that Helsinki has not yet used the Ecosystem Services approach except a few explicit references in the official planning and policy documents. Stockholm has adopted the ES concept in the early 2000s. In Manchester, an early Residential Environment Assessment Tool in 2005 has adopted the ES concept while Berlin has recently introduced the ES concept in the Urban Landscape Strategy and Biodiversity Strategy. In addition to that, recreational supporting services and the protection of individual species have been mostly emphasised in the comprehensive planning of Stockholm and Berlin while Manchester has focused on the health and wellbeing of residents by analysing the characteristics of neighbourhoods. The discussion moves to possibility to re-conceptualize the public participation, and developing a multi-disciplinary approach that embraces academics, practitioners and stakeholders. To conclude, the papers emphasized that currently information on ecosystem services of urban regions is still lacking. However, there is a need not only to improve the knowledge base for land-use planning, but also to better communicate the urban growth and the benefits of ES to both experts and non-experts.

Networks of solidarity within the community based organizations struggling for Beyoğlu - Istanbul

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Depending on David Harvey's work; built environment is produced by the accumulation and organization of capital and urban environment was also built, and is continuously destroyed and rebuilt, for the sake of creating a more efficient arena for circulation. This process of "*creative destruction*" is accelerating and is clearly visible in many cities around the globe (Harvey, 2008, 2013). Accordingly; urban space became both a commodity to reproduce capital and a subject of collective struggle in many countries like Turkey. On the other hand; research on urban movements commonly presents that; governing cities and particularly urban public land will gain importance since movements to protect the existing environment against rampant construction frequently succeeded (Mayer, 2012). Furthermore they have the potential to congregate local groups together in global coalitions in which people gather on a common ground for a better life claiming for their right to the city.

The metropolis of Istanbul where the research carried out, is one of the most dynamic cities of Turkey and also a city that these urban re-development politics and struggles revealed itself the most. Considering Istanbul, the practices of urban transformation and privatization of public urban land have led to criticism about the role of central government in urban development. Also the lack of citizen involvement in decision-making has led to the formation of a number of community-based organizations (grassroots). "Neighborhood organizations" and "solidarity groups" (initiatives) have become an increasingly important part of politics and civil society. In 2013, one of the striking example of a struggle between society and political authority, Gezi Movement took place in Beyoğlu. Gezi resistance, gives an opportunity for critical evaluation of the participatory tools in spatial decision making processes and

has emerged as an example that forefront social benefit rather than personal interests. And also provide a unification in the protection of natural environment. On the other hand, many people interpreted the main motive of this movement as a revolt against oppressive decision making system. Furthermore, the importance of community based organizations and the relations between these organizations come into prominence particularly after Gezi Movement.

Community-based organizations have an important role in establishing collective action against to urban-related interventions and strengthening the awareness in urban rights of citizens. The networks between organizations are also crucial for collaborations and help to solve the needs and demands of citizens as a union. This paper focuses on network analysis between CBOs and NGOs and aim to reveal some results that may help to reinforce relationships among organizations to improve their capacity. The concept of social networks and social network analysis to express and identify the relationship between actors and members of social systems, provide a valuable contribution for exploring relational and structural aspects of a community or a group.

In order to understand the relations between organizations in Istanbul, Beyoğlu is selected as a case study area in terms of social, political and economic aspects, due to the originality and diversity in cultural, spatial, historical status of the district. Furthermore, the district provides important opportunities as Beyoğlu became a subject of mega projects and urban transformation.

Three distinct project areas were chosen to minimize the CBO and NGO population, therefore most of the NGOs in Istanbul are located in Beyoğlu. These projects are Okmeydani Transformation Project, Taksim Pedestrianization / Gezi Park Project and Galataport Project. The CBOs and NGOs that are involved in any part of this projects development process are taken into consideration as a network member. The involvement can be defined as an opposition -any action against them (like press a charge)- or any involvement to the press meetings or participation meetings. The relations were questioned in eight main topics that are classified as information exchange, collaboration, legal support, financial support, tools-hardware support, common event arrangements, media communication support and employee support.

Consequently, the final expected product of this research is to reveal the relationships between organizations, to understand the important actors that bridges the unity for struggles. This is also crucial in developing hints for the improvement of relations within the network owing to the fact that every aspects in a community should be articulated.

Integration of local and scientific knowledge to enhance community resilience against flood disaster: a case study of kemaman, Malaysia

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Keywords: flood disaster management, community resilience, local knowledge

The unprecedented two weeks devastating flood that plunged the east coast of Malaysia Peninsular in late December 2014 had cost an initial economic loss estimated by least at USD300 millions, and severely affected approximately 300,000 victims. The top down disaster relief efforts which led by the National Security Council (NSC) had been under severe criticism then, for their incapability to respond affectively, and coordinating disaster relief by various government agencies and non-governmental organisations. The council has been accused of being inefficient, in term of inaccurate forecasting, issuing an early warning to communities living in flood prone areas, uncoordinated evacuation processes, inappropriate relief centre management, sluggish logistic, and inadequate amount food and medical supply during the chaotic period, which predominantly affected the large number of victims, scattered across a vast region. Nevertheless, a community in Kemaman, Terengganu, was an exception. Through in depth group interview, it is learnt that this community, led by their state assemblyman, has developed a decent self-initiate plan that enhanced their resiliency towards flood. Basic scientific flood related data such as rainfall intensity graph, frequent flooded area map, real-time rivers' water level, and ocean tidal data of previous floods, and supported by local knowledge information like the local topography, rivers morphology, existing housing area, road network, and location of

possible evacuation centres of their constituency has been scrutinised, comprehend and utilised collectively to develop an early warning indicator. Then, a coordinated plan for flood evacuation procedure, and systematic logistic activities for self-relief purposes was established prior to the flood. These information and plan were disseminated throughout the community through their respective community leaders, months before the disaster struck. As a result, damages caused by the flood on the community in the 2014 flood were significantly minimised compared to the previous years and other communities in the East Coast of Malaysia Peninsular. Ever since then, the community disaster preparedness model has been recognised as a prominent benchmark, and further suggested by many to be an example of a bottom up approach in community based knowledge flood management model, to compliment measures used by the government in dealing with future flood incidence in Malaysia.

Who uses geolocated social media in the United States?

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Keywords: participation, activity spaces, big data, social media

There has been increasing interest from both city planning scholars and practitioners in using geolocated social media posts as a way to learn about urban activity patterns: which public spaces are most popular at different times, what people's travel patterns look like, and so forth. Information about residential demographics, employment, and motor vehicle traffic is often already available from census agencies or roadway sensors, but widespread smartphone adoption now provides novel information about people's actual uses of urban space.

However, not all residents of cities have access to smartphones, and those who do may not use the type of apps like Twitter, Instagram, Flickr, or Foursquare that create public traces of location and activity context. From large-scale surveys, we know that users of these services in the United States tend to be younger and wealthier than average residents, and are less likely to be from disadvantaged racial or ethnic groups. This leads to concern that city planners utilizing this data may inadvertently privilege some members of the community over others.

This paper demonstrates a methodology to assess the demographic characteristics of geolocated social media data for metropolitan areas in the United States, using data from the U.S. Census. We will report findings for the entire U.S. if possible, and otherwise will focus on the San Francisco Bay Area, a region of about 9 million people in the state of California. Our objective is to provide city planning researchers and practitioners with information and tools for validating whether

particular datasets are likely to represent a fair sample of urban residents or one that is biased in particular directions.

Using Twitter's developer API, we collect public social media posts in real time as they are either posted directly to Twitter or cross-posted from other serves. A large portion of users create posts from their smartphones, and some have enabled location tagging. In this case the posts include latitude/longitude coordinates from the GPS chip in the smartphone. If possible, we will augment the Twitter data with similar data from other social media platforms.

With a large enough data sample, we can infer the approximate home location of individual users from their patterns of evening and nighttime activity. Based on a proof-of-concept for the San Francisco Bay Area, we find that just 10 days of social media activity is enough to infer a plausible, approximate home location for 10% of users in the sample. (We validate the location inferences against users' public profiles, in cases where they have provided relevant information.)

Using these locations, we match the users to home census tracts, which are small, relatively homogeneous districts of about 4,000 inhabitants which are defined in a consistent manner by the U.S. Census Bureau. We cannot make direct demographic claims about the social media users, because of possible biased selection within the tracts, but we are able to assess the characteristics of tracts which are over- or under-represented in the dataset: whether they have systematic differences in income, age, race/ethnicity, or geographic location within the region, compared to tracts with average representation.

Our initial findings for the San Francisco Bay Area indicate that contrary to expectations, people who create large volumes of geolocated social media posts actually live in census tracts with typical income and race/ethnicity distributions for the region. However, they are likely to come from tracts with much younger age profiles than average, including areas that are known for housing university students and people in their 20s.

In California alone, geolocated social media posts have already been used to study which locations are most popular for tourists vs. locals, which public parks are popular at different times, and how people's activity patterns agree with or diverge from

zoned land uses. These new findings suggest that such studies likely speak for a broad socioeconomic cross-section of the population, but will under-represent the elderly.

The tools developed in our paper will be available for others to use as open-source software libraries. Along with our findings (based on geolocated social media posts from Summer and Fall 2015), this will aide city planning researchers and practitioners in using social media activity traces more knowledgeably and responsibly — by validating whether particular datasets are likely to represent a fair sample of urban residents or a sample that is biased in particular directions.

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LUMEs - Places of Metropolitan Urbanity: social processes for shared planning information, institutional democratization and strengthening, and construction of metropolitan citizenship in the metropolitan region of Belo Horizonte - RMBH

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In 2009, the Federal University of Minas Gerais – UFMG was hired by the Minas Gerais State Government to develop the Integrated Development Plan for the Belo Horizonte Metropolitan Region – PDDI-RMBH, ending in 2011. In 2013, UFMG was once more hired to develop the Metropolitan Macrozonning Project – MZ-RMBH, one of the various action programs contained within the twenty-eight major metropolitan policies designed by the PDDI. It ended in 2015.

In that context, the UFMG team also began to implement another action program – the LUMEs – Places of Metropolitan Urbanity, a program conceived within the PDDI as a way to "organize and disseminate information and knowledge produced within the Metropolitan Plan, as well as access to the discussion of metropolitan priorities in order to guarantee participation and integration of different metropolitan agents in the metropolitan planning system."

The LUMEs Program relies on the perspective that planning must consider "in an unquestionable way the centrality of the subject in the *civitas*, absolute and local, but also and mostly, in the expanded urban space – the "metropolitan *civitas*" – implying the construction of a sense of identity and the strengthening of citizenship, now in an urban-regional scale." (CEDEPLAR 2011: 33). The proposal of considering planning as 'social learning' process (FRIEDMANN, 1991) gives an horizontal meaning to the relationship between technical and scientific knowledge and that knowledge that

stems from everyday experience and common sense, implying the necessary exchange between those different knowledges, which tend to converge.

The primary reference for an integrated metropolitan planning is the development of a sense of metropolitan citizenship to contribute in a process of sociospatial integration and greater cohesion between the various agents operating within the region (municipalities, civil society and state government). In order to achieve this sense of expanded citizenship it is necessary to transcend the municipal boundaries, to articulate the various scales of power and to strengthen the mechanisms and processes of participation, integration, regional cooperation and articulation, expanding the support and the inclusion of the metropolitan population in all of its diversity.

From this perspective, the LUMEs Program intends to contribute to the strengthening of metropolitan planning in the RMBH through information democratization, institutional strengthening, and the extension of citizen participation in territorial management and consolidation of research and extension programs within the University.

Its specific objectives include: a) to contribute to the design and dissemination of a sense of identity, of citizenship and of belonging in the context of RMBH, thus overcoming a purely municipalist vision of everyday life; b) to promote the dialogue and the exchange of information, the production of content and of collaborative cooperation between metropolitan agents in order to develop a strong governance in RMBH, strengthening collaboration spaces between governments, private sector and the civil society; c) to create a two-way information network collecting data and local information as well as disseminating the knowledge produced at UFMG and at other universities along with RMBH's Metropolitan Governance System; d) to encourage citizen participation through information and communication technologies, expanding communication channels and access of metropolitan citizens to decision-making; e) to contribute to the institutional strengthening of public and private organizations and to promote the construction of autonomy and social emancipation of local groups, combined with the understanding of metropolitan issues; f) to provide support to municipalities through the articulation of civil society, government and universities to

monitor metropolitan planning and deepen participatory processes; g) to train and qualify local populations and managers for metropolitan planning and contribute to public management practices in RMBH's municipalities; h) to teach UFMG students interdisciplinary metropolitan planning and practices; i) to articulate technical and scientific knowledge and those locally produced by the population, for the construction and dissemination of a collective vision of planning and metropolitan citizenship.

To achieve the proposed objectives three parallel projects were developed, which are already running in a pilot phase, namely: a) Virtual LUMEs: Metropolitan Digital System of Information – involving research and dissemination of information for metropolitan planning through the digital portal <http://www.rmbh.org.br/>; b) Territorial LUMEs – implying direct interaction with the community (local residents, civil society organizations, municipal technicians and managers) through the provision of training courses and institutional strengthening, in addition to the deployment of physical spaces in the municipalities; c) Metropolitan Internship – implying the structuring and implementation of a integrated university teaching, reseraching and extension academic program involving various UFMG units in offering courses, internships and research in topics linked to the metropolitan citizenship, participative urban planning, governance and integrated regional development.

In the end, we hope to contribute to promote and qualify citizen action in the planning process, gathering and disseminating information and building a permanent participatory process that aims to transform the metropolitan population in subjects of their own planning, and not just objects as in traditional planning.

Moreover, there is the intention to consolidate the sense of solidarity and metropolitan identity, the feeling of belonging, the (re)involvement of the populations with their territories, their communities, beliefs, practices and values, and the strengthening of metropolitan governance and public, private and social institutions that operate in the territory. In short, the program intends to contribute actively and intensively to build the sense of metropolitan citizenship.

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Technology and subjectivity in education: news urbanities to town

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The text of the proposal arises from concerns on the possibilities offered by new information and communication technologies (NTIC`s), which allow to increase the capacity of citizens to understand and participate in society. Creating alternatives for a better dynamic in the work in the classroom. Understanding the profile of these new students, born in the digital age, called digital natives (Palfrey & Gasser, 2011) that dominate the NTIC's with ease at the same time, they have increasing difficulty interpreting everyday situations.

The NTIC`s (computers, smartphones added to web) enables the creation of a structured public space on low power relations up, which allows us to think in derivative processes of emergence of inter-subjectivity, in turn, has as a point of starting a form of collective thinking that points to social transformation. It is, to replace enforcement action by another that originates in the intelligence of all actors involved in the process and can contribute to the formation of a collective intelligence.

You can see some tensions regarding the use of technologies that arise and changes that occur in the teaching / learning process. There is a change in the forms of interaction and appropriation that implies a process of adaptation by all who work in the educational environment, not only coordinators, teachers and students, but also the agencies that subsidize the educational system. This implementation, as these changes take place, deserve to be observed as they often technological devices are present but do not mean a change in the teaching-learning process, as claimed by

Egler (2012). A much more comprehensive process is needed, including training and expand the debate, in which we discuss where the borders to the educational field. A methodology that sees the classroom as a place of transformation and not replication, prepare the individual to be subject in and of cyberculture, to promote a dialogue between citizens and city with mediation of socio-technical networks and not the use of technology or technological artifacts in City (Lavinias & Veiga, 2013).

Understanding that education and city is in daily life, wrapped in our lives in various acts: doing, knowing, understanding, the live, the interact and above all in proposing. This education can happen in several places, with new media and new entrants (Brandão, 2004). So if we are talking about an education beyond traditional spaces as guides Gadotti (2000), we consider therefore that the city provides and enhances educational processes. Make a connection between the place and the environment in which the individual acts, a reading of personal space, the visual processes, memory, affection and identity. The construction of the image and memory as proposed by Kevin Lynch (1980), seeking an identity that connects the individual to place a reciprocal relationship.

Think education and city is not new, what happens in contemporary times is as if both were fully dedicated to him, as if the bond that united them was broken. It is necessary to reaffirm that knowledge is a condition of citizenship, social and cultural capital which speaks Bourdier (1998). Disassociate them is lost, in the simplest sense, it is clear elements that constitutes us in and with the place. There is an invisibility of the place, the city that deconstructs or fluid makes the idea of belonging and writing as an integral part, forming a gap between what is home to you and what designs.

Imagining the individual as an element that operates at different spatial fields, one with regard to personal space in which it is he who builds and sets its domain and limits and the collective space in which the use and appropriation action is associated with others. In both, the limits are invisible and flexible, allowing you to combine and be reduced in many ways, this appropriation of space causes the behaviors and procedures that will guide the use of space are set by drawing an affective behavior and also symbolic, that gives meaning and makes it able to

recognize it, to propose or even apropriar up physically and mentally the same, seek or promote a balance between what you have, what you want, what is really necessary and what is possible.

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Getting insights into what really matters today: scenario approaches as communication tool

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Communicating the future of periurban areas. Following the long lasting discussion on how periurban areas should be defined, eventually time has arrived to acknowledge them as “space in its own right”, as put forward by Rauws and De Roo (2011). This means to shift the discussion on “what it is” rather than on “what it is not”. Especially it has to be recognized that “periurbanity” is not only about gradients and densities of urbanization. It is a much more complex and diverse entity, manifesting itself not only through a physical structure but also by articulation of activities and life-styles. Having this backdrop in mind, planning strategies for periurban areas need to be discussed, as available policy tools need to be questioned on its adequateness for this new type of spaces.

It is not novel: discussing future scenarios is mostly about discussing present conditions. Based on this assumption this paper aims to report on how scenario approaches can be a useful tool to get insights into the diversity of periurban areas by firstly identifying types and through a downscaling procedure to identify plausible futures for each of those types, which serve as a trigger to discuss desirable futures with local communities. Using this methodological approach it becomes possible to confront the desired future with characteristics of each type of periurban area in order to capture what are the issues that really matter today in that community and that need to be addressed in the present planning process.

Exploring periurban types. In this paper addresses the case of periurban areas located in the Lisbon Metropolitan Area (LMA) home to about 3 million people. It is a complex territory, highly dynamic, crossed by the estuary of the Tagus River. This

area has a polycentric structure with strong urban growth polarized by Lisbon. Like other metropolitan areas, there is a strong functional interdependency due to an interlinked economy, multiscale dynamics and multiple influences with consequences on land use cover. Also here, periurban areas are far from being homogeneous. In order to identify types of periurban areas, a multivariate statistical analysis was applied using a multidimensional set of indicators collected at the "freguesia" level (LAU2¹). The methodological approach, different from others (OECD, 2010; Kroll et al, 2009), exploring different viewpoints judged by a wide expert knowledge and stakeholder perspectives, led to the identification of six fundamental dimensions - Mobility, Identities and lifestyle, Natural Elements, Land Cover, Economic Activity and Spatial Functions – and 83 indicators distributed by those dimensions, chosen by its importance and meaningfulness and validated by actors involved in the process.

A Principal Components Analysis was performed for each dimension so as to obtain a representative subset of indicators to be used in Cluster Analysis. Hence, all dimensions are present in the definition of typologies for the periurban areas, which could not be assured if Principal Components Analysis was applied to the global set of indicators. The amount of representative indicators for each dimension was: Mobility (4); Identities and lifestyle (6); Natural Elements (2); Land Cover (5); Economic Activity (6); Spatial Functions (2). Non-hierarchical Cluster Analysis, using the method of Partitioning Around Medoids (PAM), used these 25 indicators to define typologies of periurban areas, so that each cluster represents one specific typology where we can find a single parish (medoid) that is the best real representative of that typology.

After some multiple iteration with experts and stakeholders concerning different outputs with variable number of clusters, the choice of the most appropriate and balanced configuration was made according to the researchers' experience and perception of reality. The final map is shown in figure 1.

¹ <http://ec.europa.eu/eurostat/web/nuts/local-administrative-units>

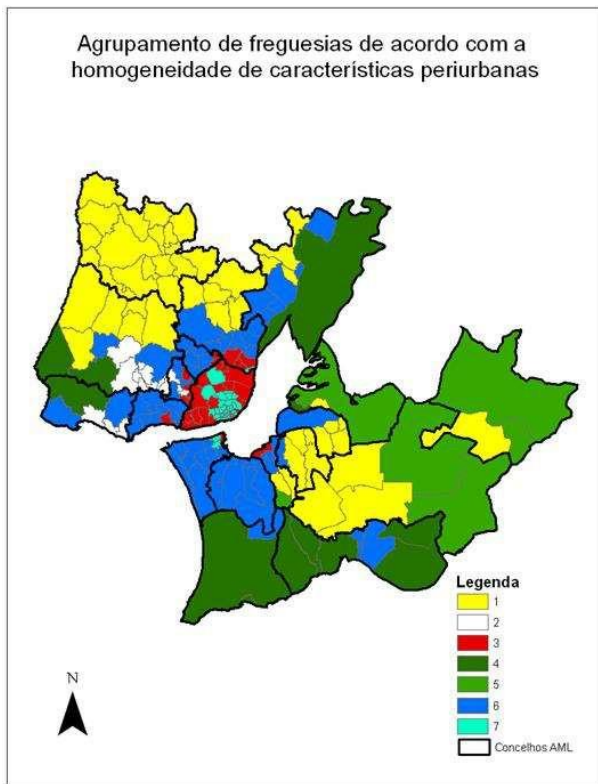


Figure 1 - Typologies of periurban areas in LMA.

The main results showed that there are two clusters coincident with the urban core of LMA (Clusters 3 and 7); and, that there are 4 types of periurban areas. Cluster 4 is clearly related to the presence of outstanding values – biodiversity and heritage, but also natural resources that set the basis for the communities' economic activities and builds up a strong local identity. Cluster 1 is strongly urbanized with high presence of single housing mixed in a diversity of activities, as agriculture or logistics. Population is increasing due to newcomers that find this location attractive for dwelling, setting the ground for gentrification. Cluster 5 is still very based on traditional values and activities as agriculture, that are being merged with new modern agro-industry, mainly linked to wine production. Clusters 2 and 6 are those sharing the most similar characteristics, highly urbanized with high presence of brownfields - remainders of an industrial past, and small patches of reminiscent of natural areas – scattered forest and agriculture. Cluster 2 stands out due presence of the railway which shortens the travel to Lisbon, but which is basically a subtype of Cluster 6.

Scenario development process: Scenarios can be considered as tools for ordering one's perceptions about alternative futures through constructions of internally consistent views of what the future might turn out to be. Visualization is a powerful tool trigger discussions with different actors on how they envision a more sustainable future. Communication is a two-way process, and ultimately, if visualizations are tools to collect information on the aspirations of the public towards the future then interactivity becomes a key-issue. Visualizations of the future are mostly helpful to establish a platform to think about the present and present conditions in an uncompromised way and to make visible the range of alternative decisions that can be taken today. Thereby visualizations used in a collaborative setting highlight the uncertainties which can condition the future, to unveil innovative ways to progress.

Confronting the desired scenario with present issues: Periurban areas cannot be any longer considered as a territory in transition from non-urban to urban. If so, there would a predetermined urban future waiting for these territories and its inhabitants. By identifying periurban types and plausible alternative futures, communities regain control to address (in the creation of their desirable future) all the issues that really matter to them today. The comparative analysis between what differentiates each periurban type with the ambitions expressed by local communities during scenario building sessions, and also the influence coming from the critical uncertainties – local/global and individual/collective- may enlightening the improvement of planning policies.

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Connected informality beyond the state: self-organization within a revolutionary Egypt

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How can we explain the role of informality in the social, political and spatial transformations of the recent Arab emancipatory movements? Do these instances of informality hold paramount insights and lessons for future planning culture? This paper is an attempt to explore the interdependencies between informality and creativity within collectives of Egypt at a time of revolutionary fervour between 2011 and 2015. We advance a dialogue between theory and praxis in order to unravel the entangled web of interactions between movements of humans, spaces and networks over time. The purpose is to show that self-organization mechanisms of informality and creativity prefigure social movement mobilization and consequent socio-political transformation. We critically embrace and transcend three realms within the literature: (1) self-organization with planning theory (2) geographical dimensions of social movement scholarship and (3) analyses of the Arab Spring. We argue for 'informality' as a collective political platform constituted of a spontaneous coming together at critical thresholds and provide evidence from recent emancipatory movements in Egypt to support our claims. These informal collectives: (1) reflect an interdependent relationship between a physical world represented in symbolic public spaces, and a virtual world represented in the social media and speculate over the potential; and (2) have evolved along several transitional phases thereby forming 'creative' rules of behaviour either to face their common fears in critical moments or to subjectify their new overarching identities in the long run in the form of an institutional capacity.

Technical language and the (im)possibilities for a democratic production of space

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Understanding language as a structuring element of the human relationship with reality (FOUCAULT, 2007) and viewing the city as a common and a right - not only of access, but of transformation (LEFBVRE, 2001; HARVEY, 2008) -, this paper attempts to contribute to the social inclusion debate and the democratic means of space production by unveiling some of the technical language's effects on citizens capacities to affect and interfere both on the city decision-making processes and on space itself - a fundamental dimension to wealth and sociability production, that is, of life reproduction.

Focusing Brazilian's urban context - marked by self-production (ABRAMAT, 2005) and illegality (TIBO, 2011) -, this aim is addressed by a theoretical essay based on Pierre Bourdieu's symbolic economy analysis strategy, in order to better understand the system of rules that determine technical language's efficacy and highlight the social conditions of language production. Which are, in architecture and urbanism's technical language case, fundamentally disciplinary conditions. Fitting also to approach Michael Foucault's theory - imperative for a study concerning the relationship between power and knowledge as forms of institutional social control - particularly highlighting the author's developments on the definition of discipline.

The context in which arises the discussion proposed by this paper is a context of contradiction that has been dragging on in the field of urban planning in Brazil since the early 21st century. Especially since the establishment, in 2001, of a legal-urban framework that is still today an international reference, the *Estatuto da Cidade* (Federal Law nº 10.257, July 10th, 2001). This legislation, the outcome of a long campaign for urban reform that began with the post-military dictatorship democratization process, strengthens and complements the 1988 Federal Constitution. In addition to providing

tools that would allow the government to take control over urban development, *Estatuto da Cidade* promotes a guideline that must be emphasized: compulsory social participation in urban-planning development, implementation and monitoring. This guideline is applied, for example, to the *Plano Diretor Municipal* - City Master Plan. Seen as important tools for *Estatuto da Cidade* to approach the local scale, these city master plans are mandatory to every city in the country with over 20 thousand inhabitants and aim to define the best ways to promote Brazilian cities' occupation, growth and development. Today, they constitute one of the main spheres of institutionalized direct social participation in the country.

The previously mentioned contradiction emerges from the clear contrast between the progressive legal scenario described above and the reality experienced in Brazilian cities. In the last decades, Brazilian cities have been experiencing a worsening of adversities and an increase in demand for public voice, arising from a disbelief in representative democratic institutions (CASTELLS, 2013; LIMA, 2013). The protests that took place in June 2013 in Brazil, known as *Jornadas de Junho*, were triggered by an increase in public transport fare and, over the weeks that followed, several other agendas related to public services and urban living conditions took the country's streets, highlighting the urban relevance among the country's many development issues (VAINER, 2013).

Regarding urban planning, institutionally, Brazil has never been so participative. However, the possibility of debate on structural issues is exceptionally remote, as says Erminia Maricato (2007). Even more remote is the prospect of effectuating those determinations debated, considering a context of urban space financialization, associated with the advance of neoliberalism (FIX, 2007, 2009). Even with the proliferation of critics that present the multiple barriers encountered among institutionalized participatory processes (VILLAÇA, 2005; MARICATO, 2011; SANTOS JUNIOR; MONTANDON, 2011; AZEVEDO, 2011), little is discussed in depth about the role of the disciplines of architecture and urbanism and its agents towards the imbalance of internal disputes that take place within these processes.

Sérgio Ferro (2006), in his writings "*O canteiro e o desenho*" - design and construction site - elaborates a critique concerning the allegedly progressive role of

architecture's technical language applied to the scale of the building - the technical drawing - and reveals its consequences on space production and on labor interrelationships within the construction site. This paper develops from the understanding that architecture's technical language applied to the scale of the city - the complexity of terminologies; the abstract representation strategies; the multiplicity of planning instruments and urban policies; the parametrization of codes; as well as the difficulties of interpretation and access to urban legislation - deserves similar attention.

Largely, isolation and exclusiveness are the purpose of technical languages, which operate as institutional and disciplinary conservation mechanisms within their field. Knowledge is veiled by technical language in an essentially power reproductive relationship, restricting expert status to a privileged few. Particularly concerning architecture and urbanism's technical language, the complex awareness needed to understand the dynamics and disputes that take place in the city, result in different levels of critical depth among the mentioned cloistered knowledge, overpassed by different ideologies. The ability to read a map, for instance, is far from enough to provide the understanding needed to debate in the matter of zoning implications on land prices appreciation, population's maintenance or expulsion, environmental and spatial qualities or regional influences on different scales.

However, technical language's symbolic efficiency cannot be completely grasped if reduced to the effects of enclosed knowledge. One must realize the employment of expertise is able to strain a social competence, authorizing and providing a speaker with authority and, simultaneously, it is exactly this speaker's authority that constitutes what is recognized as technical competence (BOURDIEU, 1992). This paper explores such system - consisting of structured structures predisposed to function like structuring structures - and its consequences to the possibilities of democratic production of space, while critically analyzing the current Brazilian urban planning field context.

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Participatory budgeting practices across contexts: understanding how governance structures influence processes in Brazil and Chicago

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In recent years, the “participatory turn” in urban planning has become popular around the world. Some of the most impressive and important examples of participatory democracy have come from Brazil, including participatory budgeting, municipal housing and health councils, and city master plan elaboration processes (Arvitzter, 2009). As these examples have become recognized “best practices,” they have been adopted and adapted in numerous other cities beyond South America (Peck and Theodore, 2015). Nonetheless, as these practices of policy mobility occur, so too occur processes of “translation” into the new social, political, governmental context of their deployment (McCann and Ward, 2011). Over the past four years a growing number of aldermen/alderwomen (councilmembers) have provided a portion of discretionary funding spending to be determined by localized participatory budgeting proceedings in their respective districts.

Building upon research previously conducted on forms of participatory democracy in Brazil, this research examines four years of participatory budgeting experiences in the North American city of Chicago, Illinois and compares how governance structures influence the participatory budgeting process and differ from those in the policy “origin” location of Brazil. At a macro level, Brazil’s federal structure differs greatly from that of the United States in terms of urban planning enabling legislation. At a specific level, municipal governance in Chicago is greatly influenced by its unique district-alderman system, with high levels of political power held at this sub-municipal level; whereas Brazilian municipalities’ systems of citywide councilmembers (vereadores) concentrate more power at the municipal level.

Research on these experiences is important in that: (1) although much is known about the networks and processes that promote policy—and specifically participatory budgeting—transfer between localities, not much is known about the specific differences between its use across contexts; and, (2) this research expands understandings on how governance structures and the scales in which participatory budgeting occur influence both its process and outcomes.

Tatagiba (2011) notes that in Brazilian participatory bodies, the political orientation of the party in power dictates the type of participation that occurs: in left leaning governments, civil society actors tend to participate directly while in right leaning governments they tend to be more confrontational. Additionally, seats on participatory councils often favor actors that are politically connected to elected officials and governmental departments (Lavalle et al, 2005; Coelho, 2006) where the poor are often not self-representing (Hernandez-Medina, 2010). Thus, the inclusion of civil society actors—rather than the extent of their participation—serves as the legitimizer of the process (Pupo and Bueno, 2012). Given the above findings on participatory governance in the Brazilian context, this research paper asks: (1) How does a municipal government's representative structure for councilmembers (district-based or city-wide) influence participatory budgeting practices? (2) And, how does the scale of participatory budgeting processes (city-wide or independent districts) impact participatory budgeting outcomes?

This paper relies on semi-structured interviews with city officials, planners, participatory budgeting coordinators, participatory budgeting participants, and community/civil society groups, along with participant observation through attending participatory budgeting meetings, community group meetings, and other public meetings. To supplement these methods—and in cases where meeting attendance was not possible—I analyzed meeting minutes, planning documents, and internal government and community group documents. Finally, I developed a thematic coding system to analyze these materials across all sources.

This paper offers a number of conclusions that deepen both understandings of policy transfer processes and the dynamics of participatory budgeting practices. Specifically, despite the localized scope of practices in Chicago, neighborhoods still

must collaborate in order to achieve shared project goals and outcomes—a common practice in the Brazilian case. Nonetheless, since participatory budgeting projects occur in just a few alderman (councilmember) districts in Chicago rather than at the citywide scale in Brazil, a second stage of project framing and negotiation must occur with relevant city departments in order for projects to be actually realized. This decentralization, however, does provide for an added level of flexibility, whereby participatory budgeting coordinators are able to tailor proceedings to the specific cultural, socio-economic, ethnic, and planning needs of the community. Finally, unlike in Brazil where political orientations of citywide leadership often dictate the types and levels of participation of civil society groups, Chicago's case has been borne out of the mobilized efforts of civil society and the willingness of specific aldermen (councilmembers) to open discretionary funding to the process in their districts. Together, these examples point to the varied ways in which higher levels of public participation can be achieved in urban areas and cities can create more democratic decision-making processes for a more just future.

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NIMBY in the news: Unpacking the discourses of opposition to new energy facilities in Ontario, Canada

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Introduction. This research explores how not in my backyard (NIMBY) discourses have been enrolled in newspaper coverage of disputes over siting energy generating facilities in the province of Ontario, and examines the implications of using the NIMBY label and concept as a strategy to characterize the response of opponents. While academics have largely abandoned the NIMBY concept as a legitimate explanation for opposition to unwanted developments in favour of alternative socio-structural and individual explanations, the NIMBY term is still a powerful label that is usually condemned by community and environmental groups, but adopted freely by developers, policymakers, and some opinion-makers in the media. We undertake a discourse analysis of articles in Ontario newspapers to explore the contested meanings and implications ascribed to NIMBYism, how its use as a strategy bounds and limits understandings of social opposition to energy siting, and how and why the media interpretations of NIMBY differ so dramatically from those found in the scholarly literature. Finally, we compare our findings to a similar study undertaken by Mannarini, and Roccato (2011) on NIMBYism in the Italian media.

Context. The recent development of gas plants and wind farms in Ontario has elicited more debate about NIMBYism in Ontario's newspapers than any other types of facilities over the last 30 years. Wind power in particular has met with fierce opposition in the numerous rural communities where projects have been, and are slated to be, developed (Hill & Knot 2010). The cancellation of two gas-fired power plants in two communities in the province has also been widely attributed to NIMBYism in the media. The first facility was cancelled by the government after construction had begun due to local community opposition. The following September, the government announced the

cancellation of another gas plant for similar reasons. Referred to in the media as the “gas plant scandal”, a final report by the Auditor-General found that the total cost of the two cancellations was at least \$950 million.

Popular vs. academic understandings of NIMBYism. Early writings about NIMBYism (e.g. Brion 1991) refer to NIMBYs as people who put their own private interests ahead of the interests of wider society. NIMBYism is seen as connotative of self-interested, or selfish, behavior on the part of opponents to new developments. Dear (1992, p.341) writes that NIMBY “refers to the protectionist attitudes of and oppositional tactics adopted by community groups facing an unwelcome development in their neighbourhood”.

A comprehensive body of scholarly research geared toward understanding why communities oppose a wide variety of facilities has consistently disputed the characterization of opponents as NIMBYs according to the definitions above. Rather, they have argued that it is inaccurate (Warren et al. 2005; Wolsink 2000) and a poor indicator of the root causes of opposition (Bell et al. 2005; Wolsink 2007; Jobert et al. 2007). Researchers such as Burningham (2000, p.55) have argued that NIMBY is applied as a pejorative label, providing proponents of a development a “succinct way of discrediting project opponents”. Wolsink (1994, p.853) also claims that NIMBY has a “highly negative connotation” and is used in “...a desperate effort to crush the opposition against some major projects...” (p. 851). He contends that applying the NIMBY label to opponents is meant to drastically reduce the influence of local residents, local authorities and organizations on the construction, siting and design of facilities.

Methodology. Keyword searches were conducted on ProQuest and Factiva databases for newspaper articles published in Ontario-based newspapers that included the word NIMBY* in relation to energy generation facilities. Keywords employed in the search along with NIMBY included: energy; electricity; power; “renewable energy”; wind; solar; gas; biogas; waste; hydro; nuclear; coal; and oil. Results include all newspaper articles published up until the end of 2014. The search generated 591 articles, which were reduced to 252 after checking for relevance. We coded the articles into themes and sources, with the assistance of NVivo.

Findings. The dominant discourse in the media portrayed NIMBYism in a strongly negative light. NIMBYists are selfish, express irrational, ‘kneejerk opposition’ that implies parochialism and ‘short-sighted obstructionism’. The cost of canceling the Oakville gas plants was a failure of residents to be rational rather than a failure of planning. NIMBYists are ‘anti green’ and do not recognize that Ontario needs new energy sources. They work against modernity – e.g. “Torontonians have a hard time adjusting to the 21st century, and are “preventing the reinvention of our world”. NIMBYism is a force that governments “pander to”, “cave to”, “appease”, “knuckle under”, forcing them to act against the public interest.

An alternative discourse that more closely reflects the scholarly position on NIMBYism also emerged, although less forcefully. This discourse holds that the presence of NIMBYism is beneficial. NIMBYists are not selfish but rather beacons of democracy and ‘citizen superheroes’. They fight siting proposals because those proposals are simply bad ideas. They recognize the need for new power sources but prefer alternatives, particularly conservation, which can be less expensive. NIMBYists are fighting bad planning and lack of public involvement especially during the early stages of a proposed development. NIMBYism is logical, not irrational - “who wouldn’t be a NIMBY?”.

In the remainder of our paper, we provide a more detailed and nuanced interpretation of these discourses from the perspective of different sources. We speculate on why there is a gap in interpretation of the meaning of NIMBY between that found in the media and that found in the scholarly literature and we examine why the gap appears to be somewhat different in Mannarini and Roccato’s (2011) Italian study. We conclude by discussing the implications of the gap for planning.

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Participation between consensus and contestation governmentalized practices of planning in Global South and Global North

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This paper argues that planning is a technology of power aimed at 'governing' urban populations. To discuss this statement the study takes as a reference point the post-structuralist discussion on power, the state and government in contemporary societies. According to Post-structuralists, power is not something concrete or objectified from which one can take possession or keep ownership. Instead, it is a social relation between individuals that spreads over the social environment in the form of webs or networks (Foucault, 2008, Laclau and Mouffe 1985, Lemke 2007, Veiga-Neto 2005, Rose 1992).

These networks of relationships involve multiple connections between the agents targeting the governance of people's consciousness and conduct. Within the network, the individual is both the target and the source of power relations. In democratic settings, individual autonomy is not opposed to political power, but rather, the foundation for its exercise, to the extent that individuals are not only objects of power, but they also constitute themselves as subjects of power relations.

This paper directs attention to political power, that kind of power that Foucault defines as a system of forces which is concentrated and monopolized by the state and whose function is to exercise power and influence on other spheres of society. The paper explores the concept of power by focusing on both, the micro and macro relations of power in society, and seeks to explain how they are condensed on the State in the form of government. This is undertaken by evaluating those tactics and strategies of government designed to regulate social conduct that are carried out

through the various institutions that make up the sphere of governance (public and private).

This investigation focuses on those strategies of government that are carried out through the practices of planning and urban management. Attention is given to how planning work to control and regulate human actions within cities. It discusses the mechanisms that make urban planning a technology of power, while examining how planning could become a strategy of resistance and social emancipation.

The discussion on the various forms of power attached to government is developed through the concept of *governmentality*. Governmentality expresses the government ways of thinking and acting in order to know and control individual's everyday life. The concept of governmentality intends to capture a form of power that becomes predominant in the modern world – called political power – that emerges from the historical process of institutionalization of power and its concentration in the state. Power in this formulation is first, the proliferation of government devices, and second, the consolidation of a system of *knowledge* about who, when and how to govern. This knowledge provides, on the one hand, the expertise for defining the means for the exercise of *the art of governing* and, on the other, the appropriate techniques for revealing the nature and habits of those upon whom government will be exercised.

The study covers the strategies of urban government by building on the concept of governmentality, and investigates the power relations that are established between the agents within the microcosm of urban planning policies. The concept of governmentality draws attention to the kind of rationality embedded in the actions aimed at understanding and controlling the various aspects of people's lives. This rationality involves manipulating critical aspects of people's existence and they include issues such as health, housing, work, leisure, happiness and wealth.

The above background underpins the inquiry of this paper. It assumes that planning is a strategy of government and a constitutive element of power relations in society. The study *pays* special attention to how tactics, strategies and maneuvers of governance are articulated within government in order to manipulate the beliefs and behaviors of people and drive them to certain directions. These maneuvers seek to intercept the interests and understandings that people develop regarding the world

they live in and that affect their behavior and their ways of organizing the physical space. The empirical research focuses on several experiences with participatory planning in Global South and Global North and shows how planning as a practice of urban regulation has become a legitimation strategy of government.

This text is organized into two sections. The first discusses the concepts of power, government and state, and assesses the changes in the logic of government that led to the governmentalization of the modern state. In the second section, planning is considered as an instrument of the process of governmentalization. It discusses three cases of planning as a practice of government by focusing on experiences with participatory in planning in USA, Brazil and Poland. It intends to explore the *governmentalization* of participatory practices and how they become technologies directed to manipulate the views and conduct of people and legitimate government policies.

Collaboration between scientist citizens and citizen scientist - bridging the gap

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Complex contexts of great uncertainty, as it is common in environmental management and species conservation, require more and more a effective dialogue among the different expertises and among these and the citizen, in the construction of collaborative joint solutions. A diversity of formats shaping these processes have been experiment more recently, however a lot is still to explore. In Portugal what is called passive participation, with a more informative or consulting features (e.g., consultation or public auditions) is considerably consolidate. The same cannot be stated for what is called active participation with the effective involvement of the parts contributing and intervening directly in the decision making process.

The effective involvement and the active public participation of the citizens has become a growing requirement, namely in environmental management, having already conquered a substantial number of experts. Simultaneously, the literature shows that the value of the social relations brings to the environmental management, growing and interesting contributions, suggesting the need to articulate these elements with the biological and social elements of conservation (Pretty et al., 2004). The more traditional participatory formats supported in the “one way” communication has been giving place to “a methodological as well as a conceptual shift, with more traditional forms of one-way communication making way for dialogic or discursive fora that aim to empower

people regarding the issues which might affect them or their communities” (Pidgeon et al., 2014).

Simultaneously, the problems of great complexity that we often have to face while working in contexts of sustainability are often called perverse (Rittel e Weber, 1973) due to its characteristics. These, require transversal formats to allow for the articulation of the different knowledges of the different parts to be involved, namely professionals from different disciplines, participants with unequal power and different interests and issues of distinct levels. To produce results this diversity of elements require the setting up of spaces for dialogue where the different stakeholders can in a safe and constructive environment, share experiences and information and build collaborative solutions. To be productive these spaces should obey to a series of requirements – key concepts for effective participation – besides contemplate structured and phased formats, operating under professional facilitation, particularly if there is conflict (Vasconcelos et al., 2009).

Being the involvement of the stakeholders in the process a crucial element to assure a long range sustainable environmental management, it is of greater relevance, the use of more interactive formats of participation that could support us in the ground. In fact, the social capital is crucial to adjust attitudes and behaviors. To assure sustainability we have to act the level of changing attitudes and behaviors, since it is indispensable to bring people to the sustainable management processes. Raising awareness of people for the issues that they have to face at the environmental level, reveal to be key to make them aware citizens, co-responsible and interventive. Involving the people directly and effectively in a process of genuine dialogue of co-construction the participants become changing agents due to the creation and consolidation of the social capital, the establishment of social networks of knowledge and mutual trust able to operate in articulation with each other and work jointly. In many contexts of environmental management “the value of social relations, in the form of trust, reciprocal adjustments, rules locally developed, norms and sanctions, and emergent institutions” (Pretty et al., 2004), reinforcing the need to articulate biological and social elements for a collaborative management.

Moreover, interactive participation constitutes a value added for environmental management. Although there have been a lot of debate about public participation, the central issues have been frequently from these debates, namely what type of participation, when should it be conducted, how to do it and why? (Day, 1997).

In a general way participation has been approached as an uniformed and homogeneous phenomenon forgetting its diversity. In fact there are different levels of participation that go from more passive and informative formats (more used) to interventive and mobilizing formats, such as the participation (1) interactive, in which people make get involved in joint analysis, develop plans of action, and form or strengthen groups or institutions and (2) auto-mobilization, in which people participate assuming independent initiative and the control how resources are used (Pretty, 2002). From these types of more active participation emerge very often innovative and more complete solutions, than from the type of passive participation (O'Riordan & Stoll-Kleeman, 2002; Pretty, 2002). More active formats show greater potential for societal transformation.

Interactive participation if well conducted generates social, intellectual e politico capital (Gruber, 1994). For that it has to obey to a set of conceptual requirements (Vasconcelos et.al, 2009) to create a genuine dialogue (in the sense of Habermas) constituting a process of mutual emancipatory learning. These spaces also called discursive constitute forums of dialogue key for the leadership of the common good (Bryson et al., 1992). The literature reveals that the one involved in these contexts develop greater knowledge of the existing problems, learn mutually about the physical and ecological complexity of the ecosystems, and build joint solutions to act. If people are provided with the right tools and the opportunity to participate/contribute, they will have the capacity to debate complex issues related to the environment (Vasconcelos et al., 2013, Vasconcelos et al, 2012). In this sequence, to understand the capacity of such processes to contribute to societal change it is of the utmost importance to develop ways to evaluate them.

Though the literature has a diversity of proposals for output evaluation, the role of the outcomes in the process has not deserved so much attention. However, they are said to be the ones to contribute the most to the social transformation. Therefore,

recurring to the comparison of the three case studies the objective was to assess each case and its capacity to generate social transformation through the evaluation of the outcomes – assessing the social, intellectual and political capital build up along the active participatory process involving panels of multi-stakeholders.

Growing awareness of coastal resources value by the citizen may encourage local communities to become themselves promoters of sustainability through the use and dissemination of good practices. To promote this, participatory methodologies involving citizens in the decision making process were explored within three projects, through the setting up of forums of dialogue.

MARGov Project aimed to empower key actors for change assuring a more sustainable Ocean and strengthen the socio-ecological dimension, contributing to conflict minimization through the promotion of an eco-social dialogue among scientists and citizens. A Governance Model for Marine Park was collaboratively constructed. Value of Waves and Ocean Culture project considers the economic, environmental, social and cultural dimensions assessments and a collaborative model of governance is now underway. MARLISCO aiming to promote a wider awareness on marine litter problems brings together all the societal sectors targeting the generation of joint solutions and actions to reduce this impact.

This communication focus specifically in the outcomes, and the way they are generated, since they are key for the social transformation while looking for a more sustainable management. While doing this, a grid for the evaluation of the outcomes was developed and validated through its application to the three case studies of coastal sustainable development. While presenting the three case studies, the authors explore the interactive methodologies applied for each context debating the strategic options of the team and reflecting in the lessons learned. These are of the utmost importance to sustain and reinforce decisions and strategies for the coastal area and supply guidelines for coastal management to be replicate elsewhere.

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Cyberenvironments in Planning: open data and civic technology community of Chicago

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Technologies and the Internet have greatly enhanced the production and communication of information, increasingly impacting on our lives and cities. They have also fostered open access to information and the sharing of it via open data platforms. As a result, many cities are now embracing new modes of open data management. However, the impacts of open data extend beyond data management, transparency, and accountability to influencing governance and community participation. This research examines the open data in Chicago as a case study. This includes analyzing, through a theoretical approach the efficient governance, community participation and potentialities of open data in planning practices. This research seeks to further assess open data by considering the new civic technology and changes introduced by e-governance. This represents an evolution in terms of the level of community participation based on a collaborative and purposeful participation, highly interested in seeking solutions to urban concerns. This work provides a characterization—including the strengths and weaknesses—of this type of knowledge-based community. The research seeks linkages with community participation in planning practices and the role of planners in this new Cyberenvironment based on a collaborative, knowledge-based, and open approach.

Chicago has a dynamic open data movement supported by the local government, non-government organizations, universities, and citizens interested in sharing and providing urban solutions. The Chicago open data portal was launched in 2010 and relaunched in 2011. It was then supported by the Chicago Technology Plan in 2013, which provided a framework, vision, and strategies turning Chicago into a technology-based city. The plan incorporated a “civic innovation” strategy to empower citizens to use open data. However, since 2010 citizens have been using requesting

and transforming data. The data transformation, occurring in collaborative environments, is helping the City of Chicago to spur better decision-making and efficiency. The role of citizen as “civic innovators” is crucial in accelerating this dynamic civic ecosystem.

In this research, I identified the Chicago civic technology community goes beyond a temporal open data movement or simple network to become an engine of innovation building knowledge-based collaborative environments. The civic technology community’s human capital shows how highly skilled citizens can take advantage of open data, add value to raw data, and transform data into knowledge; the Chicago civic technology community has developed an active environment for interaction and the sharing of knowledge. However, this dynamic may actually increase the gap between highly skilled citizens and less skilled citizens, reinforcing existing patterns of exclusion. Thus, the issue is not only access to the information alone, because people require the capacity to transform data into knowledge.

Thus, this research presents a shift of paradigm from the “information age” to the “knowledge age,” and the implications of this in a planning context. The main implication involves the evolution from “e-planning,” based on networks and information, to “knowledge planning” (k-planning), based on Cyberenvironments and knowledge. This research’s main finding is that k-planning represent a new venue in planning, offering a comprehensive and contextualized understanding of “planning in Cyberenvironments,” where “urban space” and “time” work together simultaneously to build such Cyberenvironments. K-planning addresses the real-time dimension by utilizing the “acceleration” of space and time simultaneously as “the acceleration of territorial development.”

In term of policy implications, open data means more than simply the availability of online datasets—it requires the development of a dynamic civic innovation space, crucial for both countries and cities. Thus, cities need policies directed at strengthening human capital and reducing the gap between highly and low skilled citizens.

This research presents “k-planning” as an alternative to the development of smart cities beyond mere technology operation. I define K-planning for generation of urban development and for re-generation of existing cities; both cases taking into

account “genius loci” (origin) and “milieu innovator” as an outcome. K-planning can be applied to the urban generation of smart cities and regeneration for smarter existing cities.

K-planning is about synergies, innovation, and integration; it is about partnership based on ownership (specific achievements) and the contribution made by stakeholders for better policy making and promoting a culture of available, open, and relevant data. The aim is to nurture collective knowledge to meet the needs of the civil society via better governance, consensus building and policy making.

Urban planning process and discourses in Sydney: positioning social media use within a community group's campaign

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Since the 1950s the dominant paradigm for planning in Sydney has been urban consolidation in the form of medium density housing (Searle and Filion 2002). Successive government arguments for urban consolidation have varied from decade to decade. The main discourse of the 1950s to 1970s centred on the efficient use of existing infrastructure services such as water, sewerage, electricity and roads. Since the 1990s, urban consolidation discourse has shifted to a solution for housing affordability, housing an aging population and efficient use of public transport. Environmental arguments have also emerged and further changes to household demographics such as delaying marriage and children have created a higher demand for higher density housing (Searle and Filion 2002). Throughout this time, urban consolidation has experienced considerable opposition from community's who mobilise various arguments of resistance, including increased traffic, loss of privacy, loss of streetscape and an influx of lower socioeconomic households (Searle 2007; Searle and Filion 2011). This case study is consistent with the urban consolidation paradigm that has been pursued in Sydney for the past 30 years (Ruming et al., 2012), with a strong emphasis over the past decade through planning system reforms that proposed the introduction of up-front strategic planning informed by community consultation (Ruming and Davies 2014; MacDonald 2015). This is a single example of the processes and debates occurring across Sydney.

Using discourse analysis this case study explores the discourses employed by local government, a State planning agency, an independent expert panel, local and

metropolitan media and a self-organised community group to represent their prospective arguments for and against the proposed development. Due to the significant use of social media by the community group and to a lesser extent other stakeholders, this study includes Twitter text in its discourse analysis.

The term 'discourse' within discourse analysis refers to the basic act of speech, but also refers to groups of utterances or texts which appear to belong in a single social domain (Hastings 1999). Van Dijk (1997) notes discourse analysis is interested in how language is being used during discourse events. The particular vocabulary or rhetorical strategies being used, how these are interpreted and what they accomplish. In the domain of urban planning and policy discourse, Sharp and Richardson (2001) advise discourse can refer to any speech or text, which occurs during the planning or policy making process.

To undertake discourse analysis researchers look to highlight two aspects of discourse; firstly, the social context of the discourse and second, the rhetorical organisation of the discourse. Fairclough (1989; 1995) offers a 3 tier framework of text analysis, discursive practice and social practice from which to conduct discourse analysis (Lees 2004). Following Hastings (1999), the use of CDA in this case study is predominantly concerned with how and why language is used by stakeholders particularly the local community, how particular rhetorical strategies are deployed particularly by government agencies, and what the effect of those strategies have on the urban planning process.

Specifically, discourse analysis was conducted of the following texts:

- Planning reports by local government planners.
- Planning reports and media releases by Department of Planning (Department)
- Decision documents published by the Planning Assessment Commission.
- Local and metropolitan newspaper articles.
- Newsletters and media releases produced by the local community.
- Social media data in the form of Twitter text by all interested parties and stakeholders throughout the planning process.

By tracing the discourses this case study demonstrates that peaks in social media usage match those of mainstream media (newspaper, radio and television) at

decision points during a planning process, however, at times when collective action is required, such as a formal public exhibition, social media was the dominant communications channel, while mainstream media interest was relatively low. In this instance, the community group used a sophisticated communications strategy that utilised all forms of media. Discourses also reveal a lack of community understanding of planning processes, which was exacerbated by a failure to communicate the objectives of the appeal process and why it does not include community participation. The Department's guidelines clearly discuss the appeal process as a quick assessment to ascertain if a proposal should proceed to public exhibition (DP&I 2013), however, the community perception was that they were being forced to undertake multiple consultation processes until a positive decision was reached. This was highlighted by the difficulties encountered by the Department's attempt to communicate with the community using social media.

As the community group's knowledge of planning improved, they started making links between the high level rhetoric of planning reform being played out at a State wide level and it's disconnect with detailed planning processes being experienced by the community. This changed the nature of the proposal from a local planning matter, to an example of how the State government was approaching planning reform as a whole.

The open nature of social media allows the community to distribute their opinions to a wide audience, generate collective action and also tap in to the daily functions of government agencies and politicians. This was demonstrated in this instance by the community group's use of Twitter to relentlessly remind the Department and politicians of their situation, however, it also opens up community groups to abusive behaviour by anonymous citizens who may not agree with them. This is not new and social media is just a new channel to force one's opinions on another. In hindsight, the community received the decision they campaigned long and hard for, however, there was no certainty throughout the process which was evident in the public discourses of anger and frustration played out through both mainstream media and social media.

In conclusion, this case study reveals disjointed conversations between the Department and the community using social media and how mixed messages through planning reform and current processes can confuse and frustrate a community and finally, the open nature of social media has advantages and disadvantages in terms of attracting attention to a community group's campaign. Overall, the case study provides an example of how both government and self-organised community groups use discursive strategies to strengthen their respective positions during the plan making process.

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The application of the Internet+ and networking management in renewal of the old city urban planning

A Case Study of Urban Renewal Project in QuYang, Shangahi ,china

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Keywords: Internet+\ Urban Renewal in Old City\ shanghai\ multi dimensional thinking and design method\big data

Under the condition of market economy development, the trend of the residents' demand is becoming more and more obvious ; at same time, The new normal under the background of the stock of built-up area planning requirements of quality and efficiency, But the existing configuration standards are difficult to adapt to the needs of these aspects. And in the traditional community management system and mechanism, the integration of community resources is poor, and it is easy to cause the uneven distribution of resources and waste. Based on the transformation of the old city cost is larger, the implementation difficulties and other factors, in the planning and design should minimize the rebuilding and change, mainly should rely on adjust. So the application of the Internet+ and Networking management in Renewal of the old city Urban Planning can be a good solution and offer a multi dimensional thinking and design method which can minimize changes, to maximize the resource utilization for Renewal urban plan of the old city.

This study is based on the old city reconstruction plan through the construction of the three party website data platform: Government management platform (mainly focused on the community stability and the residents and the user's comprehensive information management)、Property management platform (community property

intelligence, information dissemination and user's daily information management), Public facilities and electronic commerce platform (integrated community resources, Internet and website as a supplement for the entire community planning of public services and business services, immediate feedback user satisfaction). To comprehensively improve the level of community management and service level as the goal, through the innovation of community management system and mechanism, the integration of community management resources, the establishment of a community network management service new model. Combine the community management and user needs to achieve timely and effective interaction. In order to strengthen the social management, resolve social conflicts, promote social harmony, and achieve the transformation of the old city in order to improve the community management and service. At the same time, through the above three platforms to obtain large data, large data can provide us with a detailed understanding of the real needs of urban residents and the local development and the status quo of the way, so as to accurately analyze and interpret the scientific analysis and interpretation of the results will be the result of an effective planning demands, and combine the existing resources to carry out the reasonable planning and development. At the same time, can provide effective data base for the community management, e-commerce and other fields.

The work of this research is based on the planning of the old city reconstruction, The combination of space form design and web service design, Use the Internet to provide users with more effective and comprehensive service. The process includes the following steps: (1) preliminary demand survey; (2) data analysis; (3) the integration of resources and planning adjustments, work out a feasibility plan; (4) according to the planning and community development needs to build a network platform (the government management platform, property management platform and user public facilities and e-commerce platform -- more than 3 platforms can be arbitrary according to the planning needs of any combination), build the client and line service; (5) through the website platform operations management to get big data, according to the results of the program and services can be adjusted, and the data provide a report for the community management and marketing as well.

Case study of the urban renewal projects in Quyang, which located in Shanghai. Shanghai as the one of biggest business city which has diversification culture and complexity spatial structure and social background, Quyang Community is one of the oldest community, Quyang Community located Shanghai Hongkou District in the northeast, East Miyun Road and walk Matang, Sha Jing Hong is received on the west, arrived in South West Dalian Road, north to East Wenshui Road, Handan Road, an area of 3.05 square kilometers. There is a resident population of 104888 people, 26335 households, the natural population growth rate of -0.58%. Within the jurisdiction of a total of 26 residents committee, 1809 residents group. In 1997, Quyang became the first civilized community in Shanghai City, and in 2002, it was determined by the central civilization office and the national civil affairs ministry to create a civilized community demonstration, Shanghai city community construction demonstration community. It can offer more typical reference value for the old city urban renewals plan which not only in urban planning but also in social behavior and city development.

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Smart technologies and smart cities - opportunities and constraints

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In recent, with the advancement of internet to smart phone technologies, many cities are implementing smart cities as one of the focusses of their development. They are making use of the new sensors and smart phones social media to collect, analyze, and disseminate information. This paper will discuss the available smart technologies, both hardware and software and how they can contribute to the development of smart economy, mobility, environment, people, living, and governance. It will further discuss the opportunities of integrating these technologies for achieving the long established sustainable development objectives in urban planning and development. It will also discuss the constraints in using these smart technologies in urban planning and development.

The applicability of mobile positioning data in urban planning survey

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Keywords: Mobile positioning data, Urban planning survey, Applicability

Urban planning survey is a comprehensive and complicated procedure. The traditional means of urban planning survey, such as questionnaire, interview and travel log, etc., are facing the limitation of high cost, small sample size and objective bias. However, as the rapid development of ICT (information and communication technology), the application of big data on the study of urban planning become more and more popular. The common data sets used in urban planning include mobile positioning data, float car positioning data and mobile check-in data, etc. The application of big data in urban planning survey complements the shortage of traditional means in reducing survey cost, increasing sample size and providing a more objective perspective.

Mobile positioning data is one of the most common data sets applied in urban planning survey. The literature review shows that mobile positioning data are usually used in studying urban planning from a macro-scale perspective, such as the spatial structure of a city or even the spatial relationship among cities in a region, while there is few applications from meso-scale and micro-scale perspectives. However, the application of mobile positioning data in a meso level or micro level is equally important as in a macro level. For example, the data could be used to study the problem of residential-working spatial relations, commuting, urban land use, etc.

In this study, we attend to discuss the applicability of mobile positioning data in urban planning survey from a micro-scale perspective. The study shows that the applicability of mobile positioning data in a micro level is influenced by two main factors.

The first one is the spatial positioning error caused by the data collection method. The position information collected by the communication service company is not the actual position of the mobile phone, but the position of the base station which connecting the mobile phone, in most situations, the closest base station. So researchers usually use the method of Voronoi (Thiessen polygons) to simulate the coverage of a base station. However, the method of Voronoi only consider the factor of distance from the mobile phone to the base station, while in the real world, the communication between a mobile phone and a base station is affected by other factors such as the angle of antenna, the strength of signal, the blockage of buildings, etc. Therefore, the coverage of a base station is not necessarily equal to the equivalent Thiessen polygon, which cause more unexpected spatial error between a mobile phone and its equivalent base station. It's logically believed that the more base stations included the less overall error will be. That is why most studies are conducted in a macro level.

The second factor is the mobile phone users' behavioral patterns and the land use condition of the research area. The mobile positioning data indicate the temporal-spatial information of the mobile phone users. Studies usually assume that users spend their daytime in working and spend their night in home. But in a diversified world, there are employees who work on shifts, meaning some of them may work at night. And in some creative industries, employees are more likely to work on flexible time. In order to apply the mobile positioning data on such situations, it require us to understand the behavior pattern of the mobile phone users in the research area. Moreover, in a mix-land-used area, it is hard to distinguish the activity pattern of the users in the area using mobile positioning data, since different activities may present the same data characteristics.

We take High-tech Park in Nanshan District, Shenzhen, China as a case study to show how these two factors influence the applicability of mobile positioning data in urban planning survey from a micro-scale perspective. The results indicate that: (1) according to the spatial positioning error of the data and the diversity of users' behavioral pattern and land use pattern, the applicability of mobile positioning data in urban planning survey from a micro-scale perspective is subject to the scale of the

research area and the knowledge of users' behavioral pattern and land use pattern in the area; (2) an research area including more base station will increase the applicability; (3) an research area greater homogeneity in users' behavioral pattern and land use pattern, an industrial park for example, will increase the applicability. The study implies that in order to apply mobile positioning data in urban planning survey from a micro-scale perspective, traditional ways of urban planning survey, such as questionnaire, interview and travel log, etc., is necessary so as to understand the users' behavioral pattern and land use pattern.

The use of geovisualization as a tool for citizen participation in urban planning development

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Keywords: geovisualization, participation, Urban Consortium Operation, Pampulha

The Brazilian City Statute (Law 10.257) establishes the protection of citizen participation in urban planning. In practice, however, the methodological processes to effect this participation do not materialize. As an example of this statement, this study presents analysis of the second phase of meetings held for the citizen participation in Urban Consortium Operation Antonio Carlos East-West (“Operação Urbana Consorciada Antônio Carlos Leste-Oeste”). These meetings occurred in the first semester of 2015 in Belo Horizonte, Brazil. The theme of these meetings was the participation of an experts group for studying urban parameters to be adopted in the above mentioned Urban Operation, which among other relevant areas of the city includes the region of Pampulha.

The process of assembling this Urban Operation has gone through several levels of planning and citizen participation. In previous version it suffered serious criticism from popular movements and since 2014 the City Hall started to discuss it in public conferences as a way to legitimize this urban instrument. In early 2015, the City Hall has promoted specific meetings to deal with urban parameters to be adopted by the Urban Operation.

This case concerned the authors of this article mainly because the first author researches for her PhD thesis the visualization of urban information, with an emphasis on participatory planning processes. Added to this fact, the investigation object is the proposition and suitability of urban parameters. Finally, this case interested the group because the area in question is the pilot case study elected by the authors in previous

researches, and so there is database and GIS available, favoring analyzes and interpretations.

From these initial motivations, the group decided to participate in the aforementioned meetings organized by the City Hall in order to understand the process of drafting legislation based on the participants' perception about the possible impacts of the proposed urban parameters. In other words, the researchers tried to ensure if the participants took part in fact, checking, for instance, if they could assess the possible changes in the landscape and urban dynamics that the proposed legislation could cause.

To conduct this investigation it was decided to use geovisualization tools. According to Masala and Pensa (2014, p. 160), the use of geovisualization can be an important planning tool to overcome representation of pure data and contribute to deepen the understanding of relationships between the data and its impact on the modeled landscape. Therefore, during a specific meeting in which it was demanded an effective review of parameters by the participants, the group sought to: (i) study the pure data presented by the City Hall (ii) model this data using georeferenced simulations and geovisualization tools and (iii) present this modeling to the participating group during the discussions process.

The methodological construction of the case sought the expansion of the data base shared by the participants in the mentioned decision making by the use 3D and 4D geovisualization tools. These expansions included, for example, possible projections of the landscape to be built throughout time and the insertion of modeled "templates" (maximum tridimensional space on a lot within which the structure must be built) according to urban parameters established by the law. In turn, the inclusion of diachronic 4D geovisualization sought the simulation of future projections of the urban landscape authorized by law. In general, the tools used for the data modeling were City Engine, ArcGIS, SketchUp and Excel.

As main results, concerning the methodology, it was verified a possible adjustment for future investigations. The modeling of new parameters for the listed city blocks was done according to the worst case scenario, as if the whole area would have been transformed. This caused a negative impact on the participating group. According

to Bosselmann (2008) in cases like these modeling of new volumes must be performed gradually, i.e., in varied and gradual insertion scenes. However, it is important to remember that a radical change of scenery, although unlikely, is possible in fact once it is authorized by law, especially in a country like Brazil, where the real estate dynamics has great strength. Thus a participant, being an expert or not, in a meeting that determines urban parameters should be fully aware of the worst case scenario.

Other relevant reactions to the presented study were (i) the modeling helped to build different views and opinions of the involved actors, even generating disagreement between them, (ii) some members of the City Hall, the organization that proposed and developed the initial parameters, were surprised when viewing the modeled parameters. These indications point out that, in fact, the geovisualization can contribute to building the endorsement of the participants giving support to participation in urban planning processes.

According Cota and Costa (2008, p. 154) it is not in nature, but in the manner the Urban Operation tool has been used in Brazil that can consolidate its perverse character. Citizen participation in urban planning should not be given only by the presence of participants, experts or not, but by the effective participation of conscious actors with voice, vision and tutelage over the parameters that build the urban landscape.

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Bicycle transportation in Brazilian cities: motivations and challenges

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The current scenario of urban mobility in Brazilian metropolitan areas is critical. Urban mobility has a direct impact on social and environmental dimensions. The environmental and life quality provided in a city are inherent to the mobility infrastructure. In this context, the active transport - defined here as cycling and walking - plays a key role in building a more sustainable city.

Despite the central importance of active transport, the knowledge about the motivations and difficulties related to walking and cycling in Brazilian cities is still scarce. This background brings a major challenge for policy makers, Non-Government Organizations and other actors involved in project development and implementation of public policies aimed at active transport.

Focusing on the bicycles transport, this article aims to present the results of the first Brazilian national survey about the motivations and challenges for the use of the bicycle as a urban transportation, as well as the profile of users of this means of transport.

This study was conducted through a partnership between the Sustainable Mobility Lab of the Post Graduate Program in Urbanism from the Federal University of Rio de Janeiro – PROURB/UFRJ, the Non-Government Organization Transporte Ativo and the Research Center Observatório das Metrópoles. The questionnaires were applied by a network of researchers related to the subject between June and August 2015 and were tabulated in September 2015 for further analysis.

The method of this study was to interview bicycle users who use it as a mode of transport in the cities encompassed by the project at least once a week. We attempted to interview both bicycle sharing system users and cyclists owning private bicycles.

Pursuing a greater national representativeness on the survey, the data were collected in ten Brazilian metropolitan areas, distributed in different regions of the country. The cities were chosen due to the geographical position in the country and the local logistical capacity to assist in the questionnaires administration.

From the national survey, a panorama of 10 Brazilian cities was drawn, which is used for a critical and comparative analysis. The ten participating cities in the study are distributed along different regions of the country. The cities and their respective regions are: Belo Horizonte, Niterói, Rio de Janeiro and São Paulo in the Southeast; Porto Alegre in the South; Aracaju, Salvador and Recife in the Northeast; Brasília in the Midwest and Manaus in the North.

The interviews were conducted with approximately 0.015% of the population of each city. Demographic data related to the behavior of cyclists and challenges they face were collected, thus enabling the correlation of demographic and behavioral data.

The article presents and discusses the results that were found, revealing similarities and specificities of bicycle users in each of the ten cities surveyed.

The main focus of this study is to find a better understanding of "What makes a person change their mobility behavior and switch to use the bicycle as a primary means of transportation over other modes?" And "What would do a person to use bicycles as means of transport more often? "

Based on these two inquiries and their responses, it is believed that it is possible to identify some viable directions for the understanding of what allows for the promotion of this modal in the composition of urban mobility in Brazilian cities.

This study also attempted to identify what are the challenges faced by cyclists in everyday life (safety, distance, climate, infrastructure, etc.) and to define what would make cyclists use the bicycle more often.

Simultaneously, several demographic data were collected, which may support the development of more effective mobility policies, focused on specific cyclists

profiles. Throughout the study it was important to define who are the urban cyclists and thus collect data relating to them, such as age, income level of education.

At last, it was aimed to understand the bicycle modal interface with other urban modes. How much intermodality is currently used by bicycle users and which role it plays in everyday cyclists life and in the choice of cycling to complement the daily commutes.

Finally, the results presented and discussed in this study are used to support the elaboration of recommendations for urban policies to promote bicycle transport. The recommendations presented focus on the refinement and expansion of cycling infrastructure, optimization of intermodality, education and awareness campaigns and expansion of the knowledge on the profile of cyclists the Brazilian metropolis in favor of a more democratic city.

A spatial pattern of housing and transport costs in Bordeaux Metropolitan Area

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This research focus on sustainable city by developing a methodology of housing and transport costs assessment in order to understand the vulnerability level of households and land in Bordeaux Metropolitan area. It appears necessary to articulate better, in the analysis of urban durability, environmental dimension and socioeconomic dimension. Too often focalized on the only environmental footprint of urban growth, approaches in terms of urban durability neglect most often stakes of social sustainability of housing and transport linked to urban forms. However, the housing issue is essential for understand space inequality. The low-income families is broadly led to move away from urban centers to find a place to live and particularly to achieve ownership. This urban phenomenon of relegation leads to negative effects on mobility of these households: lengthening of travel time and distance and consequently travel costs owing to automobile dependency. In this way, households are confronted with a vulnerability defines itself with regard to the risk of social isolation and on the other hand to the risk of poverty directly linked to housing and transport costs.

Exploiting data of notarial real estate transactions and tax level, supplemented by inquiries will allow to assess the vulnerability level and residential mobility of housings.

The sustainable mobility of persons concerns notably the outlying suburbs because it raises a certain number of stakes both on environmental, economic and social plan and on space organization of these areas.

As a result, this research has as ambition to understand better the practices of mobility and travel behaviors in the perspective of a growing pressure on the number of travels by car in these areas. Indeed, there is a lack of knowledge about mobility. Travels are more and more complex, they spread in the space and in time in reason, on one hand, of pressures linked to the urban sprawl of housing and of jobs, and on the other hand, of a heterogeneity of the travels timetables.

So, as underlines it the report of Network Action Climate, FNH, of March, 2014, motive and mode of travels differ broadly from a space and from an individual to the other one and there is not miracle resolution which can answer the needs mobility in a uniform way on all area. The knowledge of the regular practices of travels and area appears necessary to provide an answer adapted to needs.

This paper is also based on a methodology of mobility costs assessment already developed by the author (Deymier et al., 2013), at an intra-urban level: the Travel Account Passenger Spatialized. This method put forward a relatively accurate estimate of the whole passenger costs trip for all transport mode (public and individual) and for all type of payer (households, firms, local authority, etc.). Besides, the quantitative transport surveys do not lead to information on activities accomplished during travel, nor on the perception of the quality of this time. In this way, to gather information on these scope of travel time would give opportunity to consolidate the significance of the perception of the travel time on mobility behaviors.

This empirical analysis allows to bring perspectives on policies and public actions in transport and land planning by a methodological improvement in the spatialized transport and housing expenditure across the production of different indicators on housing, energy, vulnerability and congestion.

Elsewhere, this paper allows to have a better understanding of the level of vulnerability of household and land, notably not very dense land, being under the influence of the metropolitan Bordeaux area.

Extension of urban rail transit network and residential property values: a difference-in-differences approach

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Keyword: Urban Rail Network, Residential Property Values, Hedonic Price Model, Difference-in-Differences Estimator

Urban rail transit has been widely considered an efficient and environmentally friendly mode of transport to address urban transport challenges. In the past decades, there is growing investment in urban rail transit systems in cities worldwide to meet the increasing demand for travel. According to urban economics theory, households make trade-offs between commuting cost and housing consumptions in selecting their residential locations, hence the accessibility benefit brought by urban rail transit could be capitalized into residential property values. On the empirical side, although a large body of studies have investigated the impact of transit station proximity on residential property values, most research rely on classical hedonic price analysis with cross-sectional data, thus unable to discern the causal effect of urban rail transit investment on residential property values.

In this study, we revisit the relationship between urban rail transit and residential property values using the extension of Mass Rapid Transit (MRT) network in Singapore as an empirical setting. MRT is a heavy rail transit system, which forms the backbone of the public transport system in Singapore. To meet the increasing travel demand resulting from the steady economic growth and population growth, the Singapore Government has been continuously extending its MRT network in the past decades. Most notably, the Northeast Line (NEL) and the first two phases of the Circle Line (CCL) were opened in June 2003 and April 2010, respectively. The NEL runs through populated public housing estates, while the CCL runs through high-income private

housing estates. Both lines have led to significant growth in the public transit ridership in Singapore.

This study seeks to examine the impact of new MRT stations on the nearby public and non-landed private residences using a difference-in-differences (DID) estimator within the hedonic price modelling framework. We compare the transaction prices “before and after” the inauguration of new MRT lines through a “treatment” group versus a “control” groups, while controlling for property characteristics, neighbourhood amenities, and neighbourhood and transaction quarter fixed effects. We use the network distances from transacted properties to the nearest stations to characterize proximity to MRT stations. Local polynomial regression is employed to identify the impact zone of new MRT stations. The fitted curves of unit housing price by network distance to MRT station suggest that public housing units within 800m walking distance to new NEL stations and non-land private housing units within 1000m walking distance to new CCL stations experienced significant unit price appreciation after the inauguration of new MRT lines compared with properties further away from the new stations. Therefore, we define the treatment groups in our DID models as public housing units within 800m to NEL stations and non-landed private housing units within 1000m to CCL stations, while classify public housing units between 800m-1600m to NEL stations and private housing units between 1000m-2000m to CCL stations as the control groups.

The estimation results of the two DID models suggest that the opening of the NEL has increased the value of public housing units within 800 meters of new NEL stations by approximately 13%, and the CCL has increased the value of private housing units within 1000 meters of new CCL stations by approximately 3%, compared with prices of housing units in corresponding control groups. The difference in the price premiums of MRT between public and private housing units could be attributed to the different levels of dependence on MRT for travel of households living in public and private housing units. We also use alternative impact zone definitions to recalibrate the two DID models as robustness checks. The DID models with 850m (for public housing) and 1300m (for private housing) as the threshold distances to differentiate the treatment and control groups show much lower or insignificant impacts of MRT on

residential property values, thus providing some supports for our impact zone definitions.

This study provides more reliable estimates of the causal effect of urban rail transit investment on residential property values compared with conventional cross sectional hedonic price analysis. The research findings could contribute to more informed policy design for value capture programs.

“Phantom” infrastructures and metropolitan development: a reflexion from Lisbon Metropolitan Area

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Some infrastructures, such as seaports, airports or high-speed railway, among others, for its relevance, can generate significant, territorial and others, effects at differentiated scales. These effects begin to be felt even much before their physical implementation. Its simple announcement is enough to shake sectors such as real estate, specialized consulting or the municipal and/or regional policies.

These investments, which structure the territory and even some specific sectors, are in large examples proposed in absentia of existing planning instruments or in preparation. Its public presentation represents something new, activating a set of dynamics in the private and public domains, which ultimately carry the simple announcement of a decision to the plan of concrete reality.

Beyond this automatic effects, is also important to consider the difficulty to politically decide their effective implementation by either the complexity or uncertainty but also for the associated costs. The indecision, delay and, often, the retreat in the decision carries heavy costs, sometimes unrecoverable to people, activities and territories, even if dealing with an infrastructure that never had a real existence.

The inconsistency of the announced decisions can have political origins (change of priorities), techniques (technical decision challenged either in the location plan or the project plan), financial (worsening of the economic and financial context) or coming from civil society (pressure interest groups, media campaigns of protest).

The Lisbon Metropolitan Area is a very interesting area to investigate the existence of such decisions and the respective financial effects, real estate and various instruments that support the planning and urban management. It would be possible to select several instances, whether current or historical. We will, however, look at the latest by treatment facility and adequate and relevant information collection .

The new Lisbon airport (NLA), the high-speed railway or the third crossing over the Tagus river, in Lisbon Metropolitan Area, are magnificent examples of costs that lead to indecision or retreat in the decision.

One of these announced investments is the high-speed rail (HSR). Integrating a load lanes of the Trans-European Transport Network (TEN-T), defined as strategic for the revitalization and restructuring of railways in Europe, for boosting investment in the open market, the HSR in Portugal was seen as an infrastructure that assumed an even greater role, breaking the relative isolation of the country rail in Europe and is also able to boost economic growth. In this sense, the AVF, and greater Iberian integration, encouraged Portugal to renew its rail infrastructure and to strengthen close ties with the Spanish economy, by dilating flows and thus increase the proportion of exports to the EU. The line had naturally a strong presence in LMA as well as the respective stations.

Another investment regards the new Lisbon airport that since the 60s of the last century has been proposed. With advances and retreats, involving changes in its configuration and location, in 2010, with the growing country's financing difficulties, the project of the new Lisbon airport was being consecutively postponed. From 2011 and with a new government in office is even suspended. Currently, in 2015, there is still no official government position on the construction of the new airport or in what form.

Considered as structuring projects, their promotion established disruptive dynamics in the real estate market through investments in construction, services and logistics, only mitigated by the provisional rules imposed by the Government.

From the perspective of instruments for territorial management, these decisions are taken on in absentia, forcing successive revisions of plans at national, regional, local and sectorial scale. Furthermore, a number of other documents that are part of what if can designate informal planning – strategic plans, economic development,

tourism development, etc. – they combine the future of the territories with the expected impact of those new investments.

This communication intends to reflect on this problem, since the suspension, reformulation or persistent indecision in the implementation of these major public infrastructures, as a result of the financial crisis, strategic and effective losses for the municipalities and regions concerned. There were also problems for the country, since decision's annulment, as seen in the case of NLA in Ota, involved enormous costs in financial packages designed to compensate the West region of Portugal, for the relocation of an infrastructure that, paradoxically, never existed.

Planning for sustainable development around people's needs

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Sustainability is a key driving force in planning policy. But, many citizens, especially women, have found so-called sustainable policies have made their daily lives more difficult, whilst not necessarily enabling them to adopt a greener lifestyle. The potential conflict between promoting environmental sustainability and creating accessible, equitable and inclusive cities is highlighted. The problem is discussed first with reference to the old 'pre-sustainability' British city, with its emphasis upon decentralisation and the promotion of the motor car; and second, in relation to the challenges of the new 'sustainable city' which is more compact and based on public transport, walking and cycling. An emphasis upon restricting the use of the motorcar in order to reduce carbon emissions and protect the environment has arguably caused many social problems for ordinary living in towns and cities that lack an adequate public transport system or other alternatives to motorcar use. This particularly affects women, because the difference in their journey patterns from men is not necessarily acknowledged or accommodated in the new sustainable city. Also the original definition of sustainability comprised social, economic and environmental factors but arguably there has been too much emphasis on the environmental policies at the expense of social considerations. (200 words)

Weaving the Built Environment. Social infrastructure networks enhancing socio-spatial inclusion, urban equity and community resilience in Bogota and Medellin

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Keywords: social infrastructure networks, equity, inequality, inclusion, resilience, Bogota, Medellin



Figure 01: Orquideorama, (Botanic Garden) Medellin, Col. Plan B + JPRCR Architects 2006

Source: <http://pasaportecolombiano.wordpress.com/2007/12/30/lo-mejor-del-ano-%C2%A1si-vieras-como-esta-de-bella-medellin-ole/>

Problem and motivation statement

Although Bogota's development process between 1998 and 2007 has been documented, awarded and internationally discussed mainly due to the introduction of the BRT Transmilenio system, less has been said, researched and measured about it more or less 500 Million USD primary and secondary public Schools and Libraries Infrastructure investments (mostly twice the cost of the Guggenheim Bilbao museum) carried out during this 10 years period.

Thrived in a decentralized and distributive spatial pattern, the School and Libraries facilities development program is a unique example of a long run and land policy based Social Infrastructure System strategy implemented in the most vulnerable districts and intended for the poorest children of the city out of any cost for them and aimed to equilibrate social and spatial urban benefits in a traditionally highly unequal urban context. However, the success of this initiative and its urban scale positive impacts rely not only upon the quality of the facilities itself but on the articulation capacity of the projects to the existing urban fabric and the public space in the surroundings as well as to the public transportation networks.

Probably the golden Lion award¹ for cities won by Bogota during the 10th Biennale di Venezia in 2006 in Italy has been the most remarkable and worldwide relevant recognition for this planned and implemented urban development vision that through articulating mega projects contributed in weaving a highly fragmented urban environment, enhancing citizens accessibility to human and social resources and capitals as well as stimulating urban hope.

This visionary development strategy carried out by 3 different but consecutive mayors (Enrique Peñalosa, Antanas Mockus and Luis Eduardo Garzon), triggered a trend of physical reconstruction within the city mostly in three complementary infrastructure branches: Mobility and transportation with the introduction of the BRT system Transmilenio, Education with the construction and renovation of more than 300

¹ Sennett, R. Khan, A.A. Gormley, A. Hadid, Z. 2006. Biennale di Venezia 2006 Official Jury's speech. Teatro Malibran, Venice, Italy. November 8th 2006. [Online Accessed 12.02.12] Available at: <http://grazarchitektur.at/pages/de/nachrichten/2356.html?ls=967fa8eacbbe72bf446c08703a222345>

school facilities as well as more than 5 new mega public libraries and Environment and Recreation due to investments in new public spaces as parks, bicycle paths, sidewalks, pedestrian bridges and boulevards.

Similar development achievements have been visible in Medellin, second Colombian biggest city with 2 million inhabitants, where also complementary articulated infrastructure projects in transportation (Overground Metro, Cable-Cars, BRT and Tram), public space and school infrastructures, implemented during the last 20 years have been weaving the urban fabric and transforming the city in an outstanding process which have got the international attention of the media, being choose by the Wall Street Journal in 2013 as the most innovative city in the world, or being called by the Economist and the Guardian in England as a “Urban Miracle”.

Evidences from these two top populated and economically productive Colombian cities, show that social infrastructure systems renovation and networking between infrastructure systems might be effective in achieving social and spatial inclusion for the lowest income communities, enhancing their urban and social resilience (Capacity to reduce social, physical and environmental vulnerability)² as well as promoting a more equitable built environment. According to Stoll & Lloyd (2010)³ *“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”*.

Objectives

This paper works across the interknitted factors, dimensions, scales and impacts of Social Infrastructure projects and networks and it big potential in weaving the built environment, examining the Bogota and Medellin School Infrastructure

² Pelling M. 2003. The vulnerability of cities: Natural disasters and Social Resilience. London: Earthscan

³ Stoll K. & Lloyd. S. 2010. Performance as form. In: Idem. (Eds). Infrastructure as Architecture. Designing composite Networks. Berlin: Jovis.

projects from its urban articulation strategies to some of its human, social and physical capital impacts.

Therefore the research aims to:

- Understand the infrastructure strategy development process in both cities looking at its phases, actors and products, at its policy, institutional and physical dimensions.
- Graph and map the urban dimension of these Social Infrastructure Networks and its capacity in weaving the territory while articulating to the other infrastructure systems.
- Find out the projects physical and social impacts in both cases.

Methodology

The research analyses primary and secondary sources to come to the conclusions, including original information received by the institutions in charge of the projects.

It also recalls its own sources and experiences as long as the research author worked professionally at some of the phases in Bogotá's project between 2004-5.

Relevance and Contributions

The relevance of the topic lies in the undeniable and urgent obligation Latin American cities are facing as the most urbanized continent (UN Habitat 2012)⁴, to undermine the high levels of spatial and social disparities and segregation which have placed the region as the most unequal in the world: "*One thing is clear: Latin American nations continue to wrestle with many of the same problems they have wrestled with for decades- uneven growth with high levels of poverty and the world's highest levels of inequality*"⁵. Only in Bogotá, and according to the mayor's Office in 2003 mostly 55,3% of the city's population, almost 3.5 million inhabitants, were living in absolute poverty.

Following Gary S. Becker's statement on how "*Education, training and health are the most important investments in human capital*"⁶, the paper aims to contribute

⁴ ONU HABITAT (2012). Estado de las ciudades de América Latina y el Caribe 2012 [online] Available at: <http://www.unhabitat.org/pmss/listItemDetails.aspx?publicationID=3380> . Accessed 12 07 2015.

⁵ Kingstone, Peter. (2011). The Political Economy of Latin America. Reflections on neoliberalism and development. Routledge New York, NY

⁶ Becker G.S. Human Capital. The Concise Encyclopedia of Economics. [online] Available at: <http://www.econlib.org/library/Enc/HumanCapital.html> . Accessed 20 10 2015

in highlighting implemented Social Infrastructure meaningful experiences where it effectiveness to human, social and physical values reconstruction have been significant in breaking the gaps and distances of traditionally fragmented built environments.

Mobility and access: the importance of an integrated transportation network for economic sustainability and quality of life

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Statement of the Problem:

Population mobility and transportation access have become the main topic of public discussion in South Florida in recent years. As of 2014, the Miami Metropolitan Statistical Area (MSA) which comprises the Miami-Dade, Broward and Palm Beach counties, is the eighth most populous area in the United States, as well as the eighth most densely populated area. The significant population increase over the past two decades, combined with the geographic characteristics of the area which borders the Atlantic on the east the protected Everglades National Park on the west, have created significant transportation challenges. The urbanized area is as little as five miles wide (east to west), and reaches 20 miles at its widest, but stretches approximately 110 miles (180 km) from south to north. Among the world's urbanized areas, only one – New York - equals the length of the Miami MSA.

The adverse effects of increasing traffic volumes and gridlock observed on most major roads in the area has produced an increased interest by the community on the relevance of transportation to quality of life and sustainable development. In the context of transportation, sustainability is “a way to make our communities more livable by integrating and balancing economic, social and environmental needs.” (American Public Transportation Association) Previously, transportation was evaluated primarily in terms of mobility (physical movement), but increasingly it is assessed in terms of accessibility (people's ability to obtain desired goods and services). This shift towards

accessibility connotes a greater attention to the effects of transportation choices, or their absence, on community livability.

Objectives:

The research paper pursues two main objectives related to the understanding of the connection between transportation and quality of life. First, the research focuses on exploring the significance of transportation for the South Florida area from the economic, social and environmental perspectives. The analysis includes a study of topics such as the demographic changes in the area over the past twenty years, the occupations, wages and economic opportunities in the area, as well as the social aspect of transportation which refers to the effects of transport development on patterns of social and economic differentiation, and on the advancement of economic opportunity through improved mobility and access.

The second objective is to assess how transportation challenges are being addressed by decision-makers in South Florida. This objective is addressed with a discussion of the feasibility of various options, the understanding of environmental and financial constraints, and the engagement of multiple stakeholders in the transportation planning and implementation process. Integration refers to both connectivity between modes of transport but also the maximization of access to it through land use planning. For example, transit-oriented development (TOD) was popularized as a modern planning tool in the early 1990s when Peter Calthorpe published “The New American Metropolis” where he explained that TOD exists when “moderate and high-density housing, along with complementary public uses, jobs, retail and services, are concentrated in mixed-use developments at strategic points along the regional transit systems.” (Calthorpe, 1993) These transit-oriented developments “have the potential to provide residents with improved quality of life and reduced household transportation expense while providing the region with stable mixed-income neighborhoods that reduce environmental impacts and provide real alternatives to traffic congestion.” (Dittmar and Ohland, 2004)

Methodology:

The research relies on secondary data analysis to assess community needs for an efficient, reliable and accessible transportation network. Of primary focus is the

relationship between residential hubs and employment opportunities, commuting patterns and costs. Additionally, the study also looks at population preferences, especially from the “Millennial” generation which in addition to being very technologically savvy also has a preference for the use of alternative transportation modes, not personal vehicles.

For the analysis of the second research objective, the authors present comprehensive analysis of planning strategies that aim to address transportation challenges in the Miami area. More specifically, the analysis includes land use, transportation mode choices, and the funding mechanisms to finance improvements.

Main results and contribution:

The research highlights the importance of accessible and affordable transportation for the livability of a community. Moreover, it integrates the topic of transportation within broader issues of sustainability, connecting transportation with economic opportunity, social equality, and demography.

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Transcarioca BRT line in Rio de Janeiro - achievements and challenges for a sustainable city

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Keywords: transportation infrastructure, bus rapid transit, urban mobility, Rio de Janeiro.

On the pathway of urban transformations that are preparing the city to host the 2016 Olympic Games, Rio de Janeiro has been implementing a broad range of new transportation infrastructures. The four Bus Rapid Transit (BRT) lines named Transoeste, Transcarioca, Transolímpica and Transbrasil are the main investments in public transportation made by the City of Rio de Janeiro (Prefeitura), added by the demolition of the elevated viaduct of Perimetral, in the Port Area. Combined to the subway extension from Ipanema to Barra da Tijuca, and to the new expressway which rips through the metropolitan area in the north, entitled Arco Rodoviário (Highway Arch), in charge by the State Government of Rio de Janeiro.

These transportation infrastructure works, carried out in the last 5 years, have been the result of erratic planning inspired, most of times, in ideas formulated - and unrealized - in the 1960's, which were removed from technocratic trays in the rush for preparing the city for big events. Nevertheless, this set of works will interfere in the development of the metropolitan city in the years to come.

Rio de Janeiro still does not have a metropolitan authority, although almost half of its population lives in the other twenty municipalities of its metropolitan area. In spite of the major demographic growth of the periphery in the last 25 years, it remains vastly dependent on the dynamics of the city of Rio de Janeiro, based mostly on the offer of qualified services. The transportation infrastructure interventions located in the city of Rio, therefore, could play an important role not only for the city itself, but also for the metropolitan city as a whole.

We intend to discuss the BRT network in the historical context of the city and its metropolitan growth, and especially situate the importance of BRT line Transcarioca. We also aim at discussing concepts and meanings of urban mobility, in order to further clarify its processes and its relation to urban environment and sustainable city principles. We'll analyze BRT Transcarioca line from three main aspects: i) mobility and accessibility; ii) qualities of public space; iii) residential distribution as proposed in new legislation.

BRT Transcarioca line is the public transportation vector that most connects to major pre-existing mass metropolitan transportation. It is the only circumferential line in relation to the city center, and passes through old low-density historic suburbs, linking modern urbanization of Barra da Tijuca to International Galeão Airport. As a public investment in transportation infrastructure, it would be expected that BRT Transcarioca could be part of a strategy of concentrating residential stock along its line, inducing lesser use of cars. There is a new legislation (PLC 77/2014) proposed by the City of Rio de Janeiro that establishes changes in land use parameters along it, which is being discussed by the Chamber of Councilors, since April 2014.

The conclusions point out that although the functioning BRT lines have been able to improve the conditions of displacement, reducing times, two of them (Transoeste and Transolímpica) lack integration with urban growth vectors logic and the dynamics of the metropolitan area. In BRT Transcarioca line, the aspects concerning street design relations have, unfortunately, a preponderance of the functionality of buses as opposed to creating a good quality urban environment. Transportation nodes still lack a better-integrated design which could improve and add quality to transfers, that wait a second generation of electronic ticketing (Bilhete Único) that could really lessen costs to passengers between different modal operators. A spatial study of certain parts, based on the principles of promoting a better city accessible to all, on the parameters proposed by the new legislation, intends to collaborate with the ongoing discussion process.

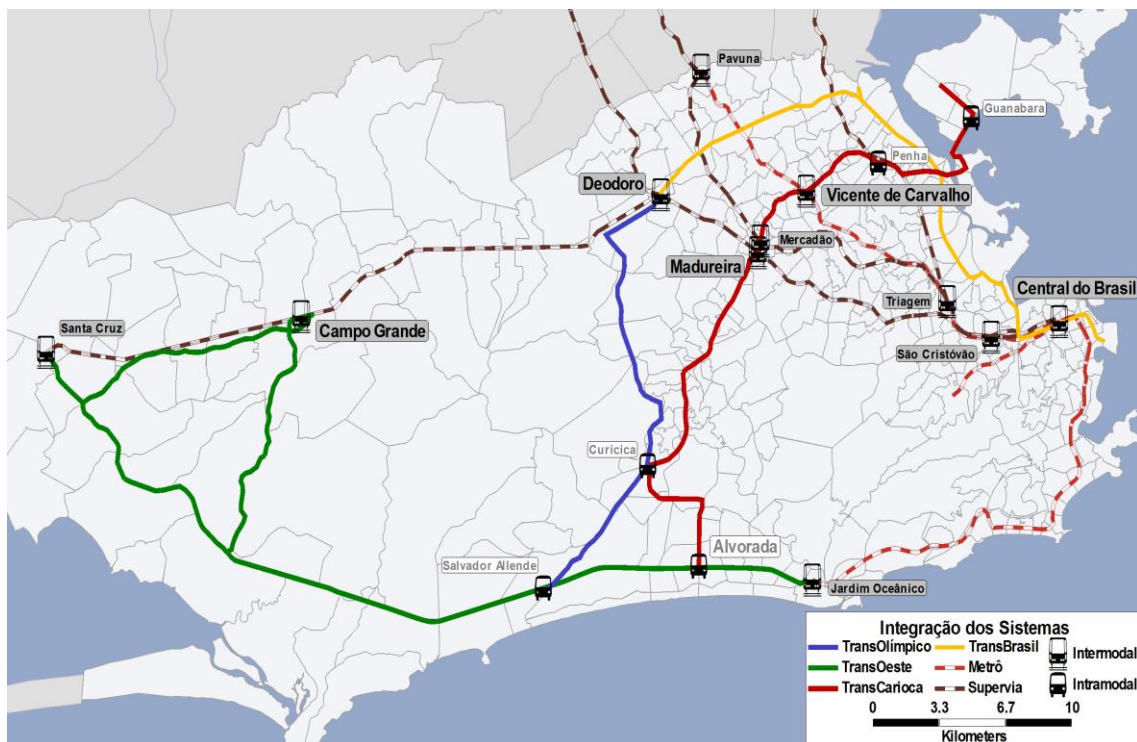


Fig. 1 – Rio de Janeiro BRT network. Source: SMTR, 2014.

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A spatial and longitudinal analysis of unmet transportation needs during hurricanes Katrina and Rita

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Problem Statement

Hurricanes Katrina and Rita had a tremendous impact on transportation infrastructure and services in the United States. While other parts of the world have suffered greater losses from natural disasters, Katrina and Rita rank among the deadliest and costliest natural disasters in U.S. history (NOAA, 2014). They ravaged the Gulf Coast of the United States within a three-week period, with landfall first on August 29 then September 24, 2005. These disasters led to the largest mass evacuation in U.S. history, strained the region's transportation infrastructure and services, and tested the effectiveness of state emergency management offices to respond to calls for transportation needs. Although there is a growing literature on the impacts of natural disasters on transportation infrastructure (Freckleton et al., 2012; Szyliowicz, 2013; TRB, 2008; Wolshon et al., 2005), there is scant research on emergency response to transportation needs, particularly unmet needs of disaster victims who face barriers to affordable transportation and services.

Objectives

This study fills this important gap through an unprecedented analysis of transportation-related 2-1-1 (non-emergency) disaster call data collected in real-time during the period of the hurricanes, allowing for the investigation of unmet transportation needs by location and disaster phases. We conducted a spatial and longitudinal analysis of 2-1-1 transportation-related calls in the US state of Texas to identify "hot spots" of unmet transportation needs. By analyzing these calls for unmet transportation needs over location and time, we can determine where help was needed to overcome access barriers in relation to the counties impacted by the disasters, and

which phases of the disasters had greater barriers to transportation access. This provided a unique opportunity to investigate unmet transportation needs in real-time, unbiased by recall, previous experiences or perspectives.

Methodology

We analyzed 25,032 transportation-related calls recorded by the Texas 2-1-1 Network during the study period (August 1, 2005 through December 31, 2005). We examined calls for transportation needs: 1) spatially in terms of a) volume of Texas 2-1-1 transportation unmet needs per Texas county (N=254 counties) and b) number of these needs adjusted by population size; and 2) longitudinally as daily transportation need demands received during the 5-month study period and compared by disaster phase. Demand for unmet transportation needs was mapped according to: a) volume of 2-1-1 calls for these needs and b) ratio of unmet transportation needs per population size measured as number per 100 households per county. Additionally, longitudinal variation in the volume of transportation needs were examined, spanning from a 4-week baseline prior to Hurricane Katrina, evacuation and landfall of both hurricanes, immediate recovery, through three months recovery post-Rita until the end of the calendar year.

Results

The spatial analysis showed that the volume of transportation-related unmet needs were concentrated in the major metropolitan areas of Texas, accounting for 66 percent of 2-1-1 calls (see Figure 1). The volume of 2-1-1 transportation-related calls also followed major evacuation routes (see Figure 2). However, after adjusting for population size, the areas at greater risk for vulnerable populations experiencing unmet transportation needs were rural counties in Southeast Texas along the Louisiana border, urban Harris County (Houston), and the coastal metropolitan areas of Beaumont-Port Arthur and Victoria, comprising those areas closest to the impact of the Hurricanes (see Figure 3).

The longitudinal analysis showed considerable differences in call volume between routine baseline levels and acute disaster phases (see Figure 4). There were a relatively low number of calls during the four-week baseline period prior to Hurricane Katrina landfall. After the relocation of Katrina victims from Louisiana to Texas, the

volume of unmet transportation needs rose sharply. Calls for unmet transportation needs peaked again during evacuation just before Hurricane Rita's landfall. There was a drop in demand for the few days of immediate disaster response post-Rita landfall, then unmet transportation needs spiked again into the second week post-landfall. When the immediate disaster threat and response was over, the volume of calls began to wane back towards the baseline level. While the volume of calls peaked after Hurricane Katrina made landfall, largely due to the influx of evacuees, Hurricane Rita showed a different pattern in demand for transportation help, with unmet needs surging as millions of residents in the Houston and Galveston area evacuated early. These patterns for transportation 2-1-1 calls were largely expected and reflected disaster and evacuation patterns in other locations (Bame et al., 2012).

Contributions

This study of 2-1-1 transportation-related calls during Hurricanes Katrina and Rita revealed important insights about unmet transportation needs during disaster using real-time data. Conducting these analyses allowed for the comprehensive examination of unmet transportation needs in both the disaster site and the evacuation destinations in Texas, and showed where and when access barriers to disaster and community support services were most acute. Using this study as a model, analysis of real-time 2-1-1 data can be used to plan and monitor efficient allocation of resources and support services for transportation during disaster periods to enhance resiliency of populations and regions.

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Illustrations

Figure 1. Spatial distribution of 2-1-1 calls by county for unmet transportation needs (August 1 – December 31, 2005).

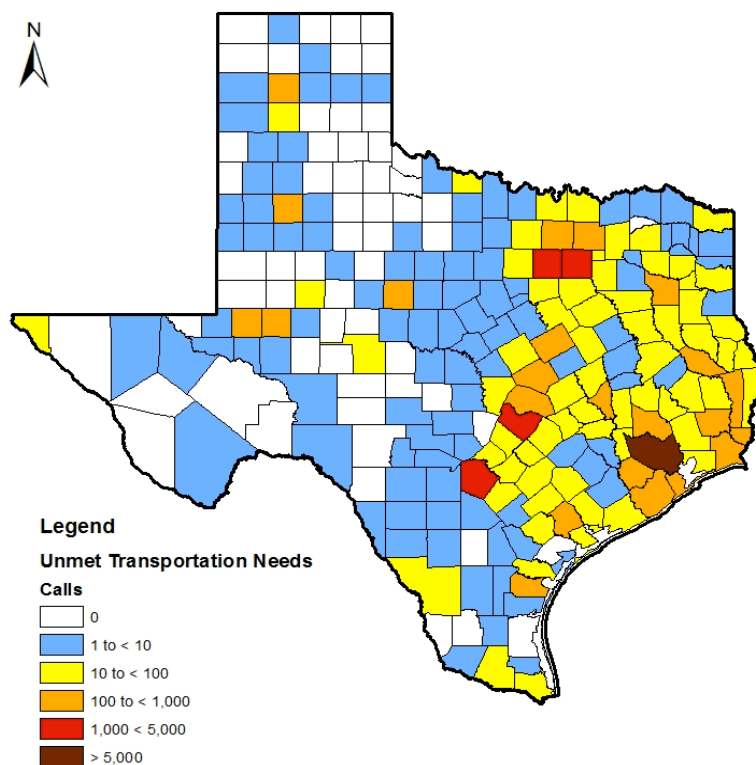


Figure 2. Major highway evacuation routes.

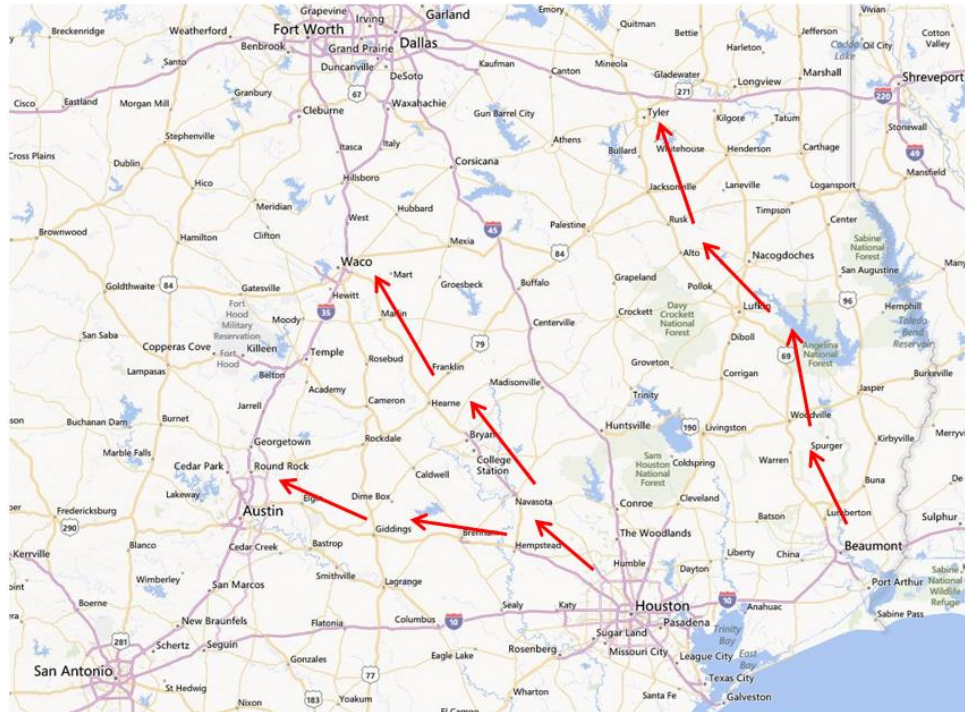


Figure 3. Spatial distribution of 2-1-1 calls by county for unmet transportation needs adjusted by population size (August 1 – December 31, 2005).

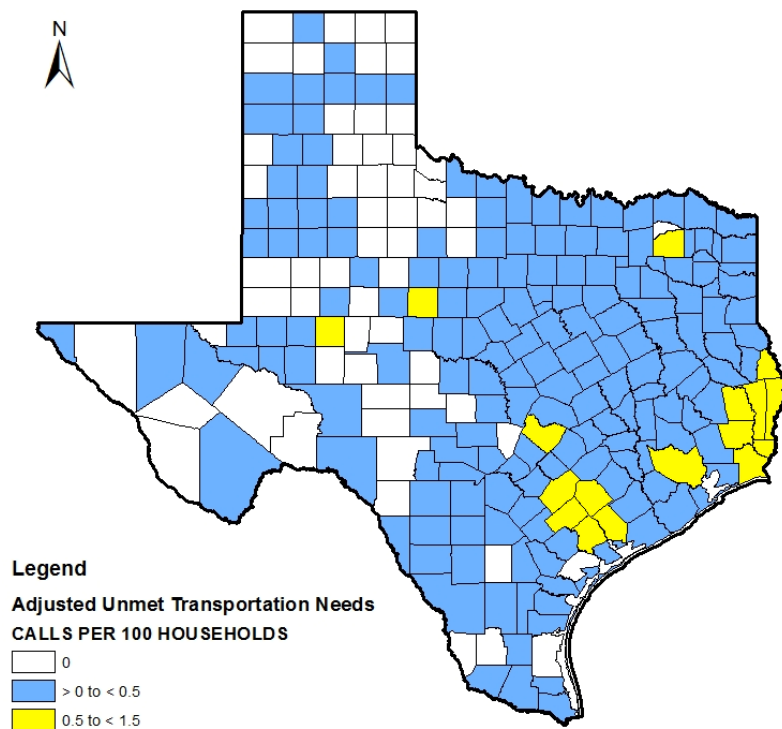
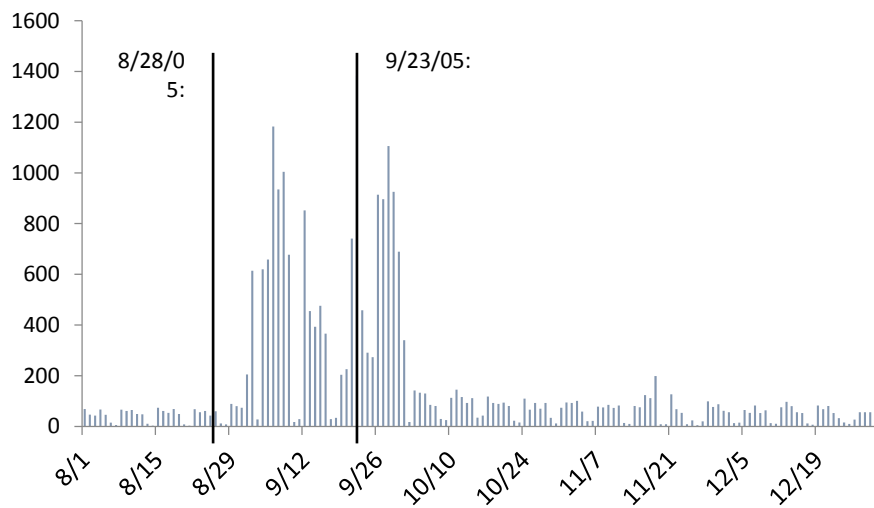


Figure 4. 2-1-1 calls per day for unmet transportation needs in Texas
(August 1 – December 31, 2005).

No. of calls



The potential transportation effects of transformation of traditional markets into modern malls: a case study of Mall Dinoyo City in Indonesia

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The relationship between land use and transportation is well established. Commercial land uses can generate variable amount of traffic depending on its type and scale. For the past few decades it has been a trend in the western world to gradually upgrade the traditional markets to modern malls. Indonesia and some other Asian countries are following this trend and have recently taken steps for transformation of the shopping centres in the major cities. While the transformation is useful in lifting the image of the city and making it comparable with other major cities of the world, overlooking of local contexts and impacts of the development may lead to transportation issues.

In some cities, such as Malang in Indonesia, it seems the transformation is taking place at a rapid pace without consideration for the consequences on the traffic and parking on the surrounding road network. More than 27 shopping centres in Malang have been identified for upgradation in the next few years. Out of which, two are complete, including the Dinoyo traditional market. In this paper we will study the development of this market and identify the transportation and associated issues. The main objectives of this paper are to investigate whether there were any limitations in the planning and development of the Mall Dinoyo City through the upgradation of Dinoyo traditional market, and identify the potential transportation effects of the transformation.

This study will look into the context of transformation of traditional markets in Malang. The history of Dinoyo traditional market will be studied covering issues like types of shops, characteristics of the shoppers, and amount of traffic generated by it

in the past. The historical traffic data will be obtained from secondary sources. The policies behind the transformation of traditional markets in Malang will be critically reviewed in regards to the purposes of the transformation, laws underlying the transformation and to find out whether adequate considerations were given to transportation effects of the change in the intensity of the land uses.

The literature review for the study will look into different aspects of the relationships between commercial land use and transportation. It will particularly cover research on the impacts of upgradation of traditional markets around the world and identify the lessons which could be learnt from these examples. The ideal locations for a shopping mall of the scale of Mall Dinoyo City and transportation facilities ideally required for it will be identified. These information and lessons learnt from similar developments will be applied to the analysis of Mall Dinoyo City. The mall will be investigated in regards to the number of shops, types of shops and activities, access and exit points, and parking facilities. The surrounding environment will be studied as well, covering issues like land uses in the vicinity of the mall, road network, and traffic volume on the roads leading to the mall. The road hierarchy surrounding the mall will be identified. The public transport servicing the mall will be studied in regards to types of services, location of stops, and frequency of services. The information for the analysis will be collected from secondary sources and through observation.

The historical context of the market, critical review of the planning of upgradation 27 shopping centres in Malang, and case study of the transformation of Dinoyo traditional market into Mall Dinoyo City will enable us to identify the limitations of the planning process and identify the potential transportation issues. This study is likely to find that the policies adopted for upgradations of so many markets in short span of time are not based on adequate research. We believe that this case study will be able to identify some important issues which merit consideration while adopting policies like these. As one of the first markets under the scheme, the study of Mall Dinoyo City provides the opportunity for the planners in Malang to consider additional issues during the upgradation of rest of the 27 markets, which have been earmarked for development. The study will also recommend how a detailed study can be carried out to obtain comprehensive information on the issues identified in the study that will

help taking well-informed decisions. The issues raised in this paper are likely to be useful in the development of similar markets not only in Malang, but in other cities as well.

Top-down and bottom-up transit information? Evolutions of transit real-time information policies in two urban contexts through travelers' experience

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No urban transit system is perfect: buses may be late or deleted; one has to get a precise idea of transit schedule to travel early in the morning or late in the evening; if it works well for one mode, it may not for another. However, integrated transit systems turn out to have significant comparative advantages in terms of social demand, environmental costs and sustainable planning.

In a context of global crisis, transit investment and operation costs turn out to be challenging for governments and local authorities experiencing credit restrictions and cuts in budgets. In various cities, recent developments of real-time information systems aim to reduce passengers' uncertainty and provide more reliability to the existing transit systems (Watkins et al. 2011; Dell'olio et al. 2011; Rizos 2010). Hence, real-time information systems are generally considered as a service provided by public authorities to promote multimodality and modal shift. Real-time information can be conveyed through a number of different tools, including multimodal panels or kiosks located in transit stations, websites and mobile applications. We also consider the case of cities where poor and segmented information about the transit service is provided by operators to travelers. In these cities, information often reflects the quality of service, which suffers major organizational, technical and financial setbacks and shortages. The majority of transit travelers can be considered as captive of the transit system because they cannot afford to commute by car. But walking and using shared vehicles (taxis, motorbikes, rickshaws...) are also common alternatives to transit (Godard 2005) and contribute to generate a kind of intermodal mobility (Diaz Olvera

et al. 2012). In this context, real- time information is often shared between travelers during their trips and through social networks.

Therefore, we propose the concept of top-down and bottom-up information to describe the current diversification of information sources about transit service. This diversification mainly relies on digital technologies, which opened the way through open data policies and enlarged opportunities to share information between travelers.

We pinpoint three main kinds of real-time information sharing systems: institutional information, travelers' information, and an intermediate kind, relying both on public data and travelers' data collection. The first range is composed of local applications launched either by the local/metropolitan authority or by an integrated urban transit network operator. They give access to information on schedule, route-planning, and service disruptions. More and more, integrated multimodal information systems are set by public authorities in order to promote modal shift (Kenyon and Lyons 2003). A second range of information sharing system is set up by travelers. Travelers mainly use existing and no specific social networks to broadcast information or to share it with others. Finally, we highlight the emergence of collaborative applications, created either by local independent developers or by transnational start-ups and companies. Contrarily to the two preceding ones which fit a specific area, this kind of applications is progressively introduced in several cities in the world.

This diversification of information sources and sharing processes conveys different conceptions of the city in terms of scale and governance. Indeed, each kind of application seems to target different groups of users, and specific spaces and scales: are cities urban marketing products to attract investors, local territories paced by day-to-day commuters, landmarks of a global network for world travelers?

In this communication, we propose to outline the first results of a research on travelers information in transit systems in Lyon (France) and Rabat (Morocco), focusing on the profile of the users and non- users of each range of real-time information applications.

The question of social and spatial inequalities will be raised out in terms of needs, access and use of the different kinds of applications. In a planning perspective,

we will assess to what extent digital technologies can help people to better plan their trips in a context of scarcity of public information, low-quality transit service, or institutional boundaries.

From a governance point of view, the evolution of real-time information delivery draws an emerging shift between transit management and operation and information provision roles. The current competition between public and private applications suggests the gradual emergence of a transit information market. Our first results concerning travelers needs and preferences may help defining a real-time information economic model (requirements, costs sharing...) in a social justice perspective.

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Top Twenty Cycling cities - learning from best performance?

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Keywords: top twenty bike cities, sustainable transport cities, modal split, comparison of cities, learning from best and worst practice.

The goal of this paper was firstly to identify the European cities with the highest and the lowest bicycle use, and secondly, to discuss if and how other cities can learn from the Best and Worst practice. It is generally recognized that a shift from car use to public transport, walking and cycling will reduce both local and global emissions and indeed contribute to better health. However, even with clear goals and ambitions to increase cycling, most cities fail to achieve their goals. “Thirty years of broken promises to increase cycling” is how the major newspaper in Norway described how the capital Oslo had failed to implement a bike strategy.

The modal share of urban travel is a key indicator to describe the sustainable transport performance of a city. Most modal split data measure the number of trips on the different modes and thus give indications on how many travel with each mode. The TEMS EPOMM database makes it easy to compare modal split in cities and thus answer questions as: Which city is most transport sustainable? Which city is the most car dependent?

The Top Twenty of cycling cities in Europe is presented. Münster in Germany tops the list and is the European Bike City. Copenhagen is the World Cycling Capital. 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 Bolzano and Berlin? A line can be drawn through Europe. North of the line are the “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. In the British Isles only few cycle, although some cities like Bristol and Cambridge stand out.

The paper discusses some of the findings and gives tentative answers to these differences between countries and cities. The forces that shape cities are very complex, but in the analysis of the modal split in the cities three factors are considered being dominant: Transport priorities, Economic priorities, Cultural priorities. The vast majority of cities in Western Europe have given high priority for automobile transport and road infrastructure; high priority to suburban infrastructure development and thus supporting high mobility. The bike cities have given high priority to non-automobile transport; high priority to re-urbanization and emphasis on compact urban development and place making. The car sales took off after the Second World War and in a few decades, the car literally drove the bike off the road. Gradually the car became ubiquitous and automobile dependence became a feature of urban life. With it followed the demolition of houses to create more capacity and a rapid increase in traffic accidents. Many of today's successful bike cities started as a grass-root reaction on the consequences of car development, especially in the Netherlands, but also in Freiburg, Aalborg and other cities.

Why and how did the present successful bike cities break the general trend? In many cities the planners' car modernisation ideas met opposition. Some of the successful bike cities today are a fruit of this opposition. Behind many of the successful cities, there is a story of how an opposition group won over the vision of the planners and politicians. In Freiburg the tramway was proposed to be closed down, but it was not. In Groningen the opposition to the Traffic Circular Plan in the seventies, changed the car modernisation path into the green bike city it has become. There are barriers to mode shift, one often finds that the governing structure and the incentives for the city planners and politicians work against sustainable transport in cities. The consequences of a fragmented and sectoral organised transport policy, is that the local politicians have strong incentives to acquire state grants for roadbuilding and disincentives to promote cycling.

The main lesson from the successful bike cities is that at a certain point the car modernisation path was broken and shifted towards a bike path or a public transport

path, or an eco path, often a combination of all these. The new path was reinforced and widened over time. The City of Davis in California for example, adopted a bike strategy in 1966. This was expanded into more environmentally designs for neighbourhoods and by 1980, the City was praised as an Eco-City. Freiburg, which retained the tramway, became famous for developing “the environment card” a payment system for public transport. In the early nineties the design for the new urban area Vauban, became the example of how to design a sustainable city. Milton Keynes, one of the British New Towns, was the example on how to plan in the seventies, has both an excellent car infrastructure and a good bike network, Redway. However, 75 % of all trips are with the car and only 3 % cycle.

Another lesson to be learnt from the successful bike cities is that context matters a great deal and that cities should not be planned by a small group of planners and politicians, but be developed in a dialog with the public. It was very much a local focus that drove change. This underline that each city is unique, and that instruments and measures must be adapted to the local context.

Still, the Top Twenty Bike cities show that it is possible to reduce the car share to well below 50% and a bike share above 15 %. It is however necessary for the politicians to shift the priority from high priority for automobile transport and high mobility, to priority for walking and cycling, accessibility and liveability.

Does a shift in modal share matter? A simulation of work journeys comparing the mode split of Freiburg and Milton Keynes in the imaginary city of KAND is presented. It clearly shows that there are substantial gains in CO₂ emissions to be obtain, if a mode shift is realized. There are many European cities aiming for such a mode shift in their plans and several major EU research projects has given guidelines on how to achieve such a shift.

However, only a few cities manage to break away from the trend towards increase automobility and change course towards their sustainable transport aims. Seville being a good example of a city that has managed such a shift. The last part of the paper discuss why mode shift in cities is so difficult and what can be learnt from the Best and Worst cities.

South-South urban infrastructure research. Why is it important? Reflections on the ‘best-practice’ phenomenon

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Colombia cities have become well known for their innovative approaches to public transportation, and specifically around the relationship between transport and land use. The fact that these cities are located in the global South has captivated the imaginations of South African city policy makers as the potentials for south-south transfer of learning and knowledge are touted. My sabbatical journey to Latin America was, to a large extent, informed by the prospect for such collaboration as well as an ethical position that insists on foregrounding the South in urban studies. In this presentation I reflect on my sabbatical work in anticipation of future comparative urban research on Colombia and South Africa. Throughout my stay a nagging question was, in learning from cities like Bogota and Medellin, do we learn what we need to learn? What I mean is, are the socio-technical relations generated (and in some ways assumed) by infrastructure investments such as Transmilenio in Bogotá and the Metro-cables in Medellin receiving adequate attention in comparative research work as well as policy adoption? Both these initiatives are embedded in political, geopolitical and temporal contexts that concern so much more than infrastructure investment – they have had profound socio-political implications that go beyond their material impacts. It is tempting to be carried away by the material angles of these investments – and I would hypothesize that their application in the South Africa context has been largely infrastructure-driven. What is needed, is an approach to research that uncovers the socio-technical relations that informs these interventions in order to learn what we need to learn; how the material can generate broader social change.

Challenges of integrating Dolmus, the paratransit mode In Turkey, into the existing public transport network: the cases of Ankara and Istanbul

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Keywords: Intelligent Transportation Systems, Paratransit, Transport System Integration

In the last 20 years, Turkey experienced major changes in urban transportation in terms of quality and technology; new metro lines introduced, smart card ticketing applications became widespread, the quality of service vehicles improved etc. For the sustainable transportation management, Ministry of Transport, Maritime Affairs and Communications launched a smart transport project on the national level proposed to be completed in 2023. Within this project, decision makers are planning an integrated transport system in city scale. Nevertheless, the transit system would never be fully integrated without addressing the paratransit services and finding mechanisms to integrate them with the public transport network namely bus and metro services. According to the latest statistics, the share of paratransit in the total public transport trips in Ankara is 31.1 % and in highway traffic in Istanbul is 22.8 %. That is why, Turkish paratransit services which are called “dolmus” are needed to be coordinated with the conventional buses and metro services for the efficiency of the system. However, it should not be forgotten that the formalization process is quite important to create a successful operation. With the help of land use analyses, Intelligent Transportation Systems (ITS) applications and case specific negotiations, decision makers have to introduce integration projects. Users, operators and decision makers are the three stakeholders of public transport operations. From three different perspectives of these three groups, advantages and challenges of the paratransit should be analyzed.

The necessity for case studies in two most crowded cities are the result of either their great need for an integrated transit system or different approaches of decision makers in these two cities about integration. There are major innovations in terms of transportation in Ankara and Istanbul which are being introduced in the recent years. In Ankara, the metro network is expanding rapidly and as the second crowded city in Turkey, there is a great transportation demand on main arteries which are not met by conventional transit services. Moreover, integration projects of the municipality are insufficient. While Ankara users are suffering lack of integration, as one of the most populous cities in the World, Istanbul's urban rail projects and transport system integration operations are being introduced parallel to each other. It would not be wrong to say that, decision makers in Istanbul are aware of the difficulties to control the diversity of transport operations in the city. It is important to control different transportation options like bus, metro, ferry, paratransit and tram because without a "fully integrated system", it is quite difficult to reduce time losses during peak hours and to increase public transport usage. Besides, a recent upsurge in the development of medium-capacity modes -including BRT, LRT and AGT -has clearly demonstrated the need for a "family of modes" instead of two extremes only (Vuchic, 2007).

In the context of Turkish dolmus case, paratransit serves as the main transit provider in most of the cities. Therefore, understanding the challenges for integration is quite important. Grava (2002) explains the difficulty of analyzing paratransit modes with the following; it is not only a question of trying to hit a moving target, it is also a target extremely fuzzy around the edges. For the analysis stage there will be three phases. Firstly, for the users' perspective in Ankara, survey data will be used. A survey study was conducted in Middle East Technical University Campus during 2014-2015 academic years. Within the survey, 623 students are interviewed and they answered questions about their mode choices and their thoughts about integration of dolmus to the existing transportation network. Depending on the results, the expectancies of the users will be evaluated. Secondly, for the operators' point of view, a semi-structured interview will be held. To analyze the existing situation between the expectancies of the users and operators will be compared. Thirdly, for the public authorities' point of view, on-going integration operations and their statistical results will be evaluated. As

it is stated in the previous part, there are different approaches of the decision makers in Ankara and Istanbul cases. For example, in Istanbul, a pilot project continues to link some of the paratransit vehicles to their Istanbul-Kart smart card system. For the planning of integration projects, Istanbul example is the most appropriate choice. The third analysis will focus on the perceptions and actions of local decision makers.

In this study, the main aim is to make a comprehensive analysis of dolmus, the paratransit mode in Turkey and in the light of this analysis, to make policy proposals for possible integration methods. Without any doubt, by the emergence of paratransit services, transportation network unintentionally sophisticated itself. Moreover, public authority has nothing to do to support the operations of the paratransit vehicles. Almost without exception, paratransit is operated by individual private owners or small enterprises, is highly competitive, and is run at a profit in developed world. As a result, paratransit places very little burden on city finances (Wright, 1986). Today, most of the countries are starting open market approach for transportation services. Many First World cities would profit from introducing competitive transportation marketplace, allowing profit-seeking entrepreneurs to seek out new market niches and, in so doing, fill service gaps left by the public sector (Cervero, 1998). That is why, for the transportation planners especially, instead of complaining about the negative outcomes of paratransit services, investigating possible integration methods to increase the efficiency of public transport network is necessary.

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Mega-events, transport legacy and the redistribution of employment accessibility

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A growing number of studies have discussed the potential of mega-events in the promotion of urban development, particularly investigating the claims that such events can foster urban regeneration of host cities by boosting their local economies and leveraging infrastructure investments (Chalkley & Essex, 1999; Gratton, Shibli, & Coleman, 2005; Hiller, 2000). The infrastructure works associated with such events and their promises of enduring legacies play a key part in the justification used by local governments to bid for hosting mega-events as a means of attracting investments and bringing about new economic impulses (Chalkley & Essex, 1999; Paddison, 1993; Rubalcaba-Bermejo & Cuadrado-Roura, 1995; Zhang & Zhao, 2009).

This mega-event strategy to fast-track urban development is commonly backed by pro-growth discourses, which rely on the assumption that all local residents equally benefit from the trickle-down effect of economic growth and improvements in urban infrastructure (Baade, 1996; Baade & Matheson, 2004; Gratton et al., 2005; Hiller, 2000; Jones, 2001; Kasimati, 2003; Müller, 2015). However, in addition to inconclusive findings about whether the economic outcomes of such events match the positive expectations raised by official discourses (ibid), there is growing evidence of the negative impacts of mega-events on urban policy making. Much has been written on how mega-events put at risk democratic practices in host cities (Andranovich, Burbank, & Heying, 2001; Hiller, 2000; Müller, 2015; Raco, 2014; Roche, 1994), involve significant environmental impacts (Collins, Flynn, Munday, & Roberts, 2007; Collins, Jones, & Munday, 2009) and often displace the long-term goals of urban development policies (Andranovich et al., 2001; Gold & Gold, 2011; Müller, 2015). Some studies also suggest that public authorities of host cities have generally failed to reconcile the

organization of mega-events with the housing rights of low-income people that had to be evicted from their houses to make room for new infrastructure (Armstrong, Hobbs, & Lindsay, 2011; Gaffney, 2010; Shin & Li, 2013; Vanwynsberghe, Surborg, & Wyly, 2013).

What has received much less attention in the literature, however, is the discussion of transport legacy, and particularly the distributive aspects of who benefits from the new transport infrastructure developments once they have been put in place. This paper focuses on how such developments affect the transport accessibility to job opportunities of different social groups in host cities. As a case study, we analyze Rio de Janeiro (Brazil), where transport planning has been largely driven by mega-events for more than a decade, since the city started its preparation to host major sports mega-events, including the 2007 Pan American Games, 2014 FIFA Football World Cup and the 2016 Summer Olympic Games. We look particularly at the transformations carried out in the transport system in preparation for the World Cup and Olympic Games, including three new high-capacity Bus Rapid Transit (BRT) corridors that together will be 123 km-long and cost more than US\$ 1.5 billion, crossing the city and connecting peripheral neighborhoods with more than 120 stations.

A distributive justice discussion of the transport legacy from mega-events is important for several reasons. These events involve substantial amounts of public funds that are directed to infrastructure investments over which the local population generally has little influence or say. Project evaluations of mega-events and transport investments are traditionally carried out using a cost-benefit analysis framework without taking into account the distributive aspects of who reap the benefits and who bear the costs of such investments (Flyvbjerg & Stewart, 2012; Hausman & McPherson, 2006; Van Wee, 2012). The transport legacy can substantially change the organization of urban space and may reshape inequalities in transport accessibility, potentially resulting in intensified transport disadvantage, social exclusion, and inequality of access to jobs, health or education services for particular population segments. Hence, it is crucial to evaluate whether local governments mobilize these events to reinforce or redress existing patterns of urban inequalities and segregation.

Despite the potential role of transport investments in shaping socio-spatial inequalities (Badcock, 1984; Harvey, 2009), most of the literature on mega-events and urban transport has focused on the short-term challenges of delivering transport services during the events in terms of traffic management and contingency plans to deal with peak demand (Currie & Shalaby, 2012; Hensher & Brewer, 2002; Liu et al., 2008; Mao, 2008; Minis & Tsamboulas, 2008; Robbins, Dickinson, & Calver, 2007). Only a handful of studies have discussed more closely the long-term transport benefits from mega-events (Kassens-Noor, 2010, 2013; Legroux, 2014; Rodrigues & Legroux, 2015). Comparing five cities that previously hosted the Olympic Games between 1992 and 2012 (Barcelona, Atlanta, Sydney, Athens and London), Kassens-Noor (2010, 2013) notes that only a few of the transport measures adopted during the events have been sustained in cities post-Games. Examining the case of Rio de Janeiro, Rodrigues and Legroux (2014; 2015) argue the transport investments in preparation for the 2014 World Cup and 2016 Olympic Games are misaligned with the long term needs of the city, and raise the hypothesis that the transport legacy will likely exacerbate the socio-spatial inequalities in the wider metropolitan area. Despite the contribution of these studies, there is no evaluation of how the transport legacy has changed people's access to key activities in host cities (e.g. employment, education, healthcare, affordable food), a crucial question to understand how mega-events affect the everyday life of local residents after the events are over, and to assess which social groups benefit from those transport investments.

In the empirical analysis of this paper, we make a before-and-after comparison, calculating employment accessibility changes that have resulted from the new investments in Rio's transport system between 2013 and 2015 and compare how accessibility gains vary across different social groups and areas of the city. We use cumulative-opportunity measures to evaluate transport accessibility in terms of how many jobs people can reach from their residence using public transport and walking. To account for differences in individuals' time constraints, we consider the frequencies and speeds of public transport service to compute accessibility levels between 6:00 am and 9:00 am within different trip length thresholds (30, 60, 90 minutes) departing at every 10 minutes. Accessibility values are calculated over a regular grid of 500 x

500 meters and compared for different areas of the city and their average income levels. To do so, we use a combination of datasets, including the 2010 population census of Brazil, a geocoded register of formal jobs organized by the Ministry of Labor and Employment, and detailed information of the public transport system of Rio in General Transit Feed Specification (GTFS) format.

Preliminary analysis confirm that the proportion of the population leaving within a 1km radius of medium and high capacity transit corridors (subway, trains and BRTs) have increased from roughly 35% in 2010 to 45% in 2015 (ITDP, 2015). However, the next step of this paper will provide a more thorough analysis that takes into account the spatial distribution of employment opportunities and how the transformations in the city's transport network (service frequency, speed, connectivity etc) have shaped peoples accessibility in Rio.

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State actions in the field of urban transport in the city of Rio de Janeiro: a reflection on rationalization of public bus fleet

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Since the definitive end of trams operation in the 1960s, metropolitan public transport of Rio de Janeiro has been dominated by the bus. Currently, approximately 100 million trips are held monthly, adding transport through traditional bus and Bus Rapid Transit (BRT). The preponderance of this mode and the tiny presence of rail transportation set that 12 million inhabitants metropolis highly dependent on them. For instance, buses carry passengers five times more than the subway.

The huge imbalance between the modal supply characterized on the one hand, for the high dependence on buses and on the other, the dramatic increase in individual motoring, is at the heart of mobility crisis in the Rio de Janeiro. Currently, Rio de Janeiro has the highest average time shift between the major metropolitan areas while the number of cars has increased by over 70% in the last decade.

In response to the crisis, government has submitted a transport policy that includes projects related to the mega sporting events. In addition, a series of State actions in the urban transport field teem with the reorganization launched by the municipal bus system in the city of Rio de Janeiro. It began in June 2010, the year its City Hall held a bid concerning the provision of public service collective passenger transport. Among the recent changes, it is worth mentioning a bus system rationalization project, materialized in the implementation of Bus Rapid System (BRS) corridors that removed and shortened several itinerary bus lines.

The aim of this paper is to review the plan concerned to sectioning municipal bus system by extinguishing bus lines, especially those that connect North Zone and South Zone. The relevance for such reflection is justified by the fact we have a State that acts historically in promoting inequalities throughout the promotion of public policies that induce socio-spatial fragmentation or poor people expulsions from wealthier neighborhoods.

This paper is based on the hypothesis that the rationalization of bus routes is not only a technical issue, but at the same time a mechanism to let the wealthiest neighborhoods in the city even more blocked off from others supported by a kind of “invisible fortification” that reinforces the historically self-segregation symbolized in the city of Rio de Janeiro.

Port logistics and territorial dynamics in the south of Espírito Santo and north of Rio de Janeiro: the port as a development vector?

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Brazil faces serious problems of transport infrastructure which have resulted in a loss of their products competitiveness in the international arena. The modernization efforts, from the 1990s, have been directed to produce changes in the regulatory frameworks with the intention of attracting private investment for large port projects in various parts of Brazil. Our research funded by CNPQ, National Counsel of Technological and Scientific Development, is dedicated to analyze the conditions of installation and for operation of some enterprises in the region between the southern of Espírito Santo and the northern of Rio de Janeiro, an area currently affected by four projects, some in operation and others under construction. Specifically, we intend to investigate the facilities' impacts that those private terminals could produce in the cities of President Kennedy and Anchieta, in Espírito Santo state, and São Francisco do Itabapoana and São João da Barra, in Rio de Janeiro state. This is an interstate area endowed with comparative advantages which makes it attractive for big business: settled as a node of an international transport network – specialized in primary products - this portion of the country has been managed in order to connect Brazil into international trade. In this sense, the port terminals installed in this region, work as nodes of a transnational network that attract the interest of big business. In particular, these municipalities have extensive sparsely populated areas and low cost lands where economic activities with low dynamic, especially cash crops of low profitability, are developed. Moreover, these municipalities lie in a territorial context influenced, directly or indirectly, by oil economy. These factors, combined with the responsiveness

of certain local groups that links ports with development, tend to create a promising environment to these mega projects. As can be seen, this study focuses on local analysis scale in a regional context that involves an interstate territoriality. That means that the research is guided by a spatial area that places the in the center of analyses the municipality or a group of municipalities located between two states in Southeastern Brazil. Despite this emphasis, the analysis proposed is necessarily cross-scale conceiving the port as a node of an international logistics network. The results presented here are one part of a project that aims to identified the changes in the port-city relationship resulting from the modernization policies adopted in recent decades and which have been analyzed and presented in other publications about Itajai and Navegantes Ports, in Santa Catarina , and Açu and Itaguaí Ports, in Rio de Janeiro. In this article our thesis of the overrun of the municipalities by port enterprises is taken in order to assess the effects of these investments, considered limited, for the municipality and its citizens. The overrun effect would be related to the role assigned to the port, a node of a cross-scale logistics network that settle connections on regional, national and international scales which conform a territory marked by discontinuity. The nature of those projects and the characteristics of the municipalities in which these private-use terminals have been installed seem to confirm the thesis proposed, as demonstrated through the analysis of the northern of Rio de Janeiro state and the southern of Espírito Santo state. In São João da Barra, the Açu port is in operation since 2014 attracting big companies to Industrial District annexed to the port area. In the municipality of Anchieta, Ubu Port, installed in the 1970s to serve the pelletizing plant of Samarco Mineração SA, should be expanded, modernized and used to other products. In President Kennedy, Central Port is in environmental licensing stage, but significant changes in local dynamics can already be observed. With similar socioeconomic and environmental characteristics, these municipalities have joined an important region where is been drawed a logistical map whose impacts at the local scale should be carefully evaluated, seeking to identify mechanisms and strategies to enhance the possibilities to municipality's integration into new dynamics. In according to this aim, we analyze the characteristics of each port terminal and the activities associated with them, the nature of local dynamics, the factors identified as attractive

to enterprises, the installed conflicts and implemented public policies. It is hoped that this study can contribute to the understanding of the changes arising from the expansion/modernization of the national port system in its relationship with local dynamics.

How to spot a transit city: Towards a level-of-service measure for public transport in metropolitan areas

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The planning and implementation of road systems, both urban and inter-urban, have long benefitted from a detailed understanding of what constitutes the required level of service for different traffic purposes. These standards have been applied internationally with many agencies around the world drawing on the US Highway Capacity Manual which was first published in 1950 (Transportation Research Board, 2010). No equivalent measures exist for public transport systems except, in some cases, at the level of individual agencies or national peak bodies. The shortfall generates difficulties for policy makers in defining robust performance thresholds for a city's public transport system beyond popular targets concerning mode share, passenger boardings, energy use or financial performance.

This paper uses international comparative results from the Spatial Network Analysis for Multimodal Urban Transport Systems (SNAMUTS) instrument and other accessibility tools to sketch an assessment framework that can viably be applied to cities with different settlement structures, policy histories and approaches to public transport provision. This is achieved by deriving a set of core standards from the more complex accessibility measures contained in SNAMUTS and other tools – measures that were designed to facilitate a policy discourse rather than set a rigid performance threshold, and are therefore not free from ambiguity. We argue that from a utility perspective, the core level of service measures in public transport systems should be: **general network coverage**: what percentage of urban activities are within walking distance of public transport services meeting a minimum standard of frequency and operational span?

qualified network coverage: what percentage of urban activities are within walking distance of public transport services that achieve a specified level of ease of movement and/or size of travel time contour?

network resilience: what percentage of the public transport network is maintained a critical threshold of pressure resulting from the concentration of land use activities and capacity of transport infrastructures and services?

flexibility of movement: what percentage of urban users enjoy a level of network connectivity where public transport can reasonably be considered a primary choice for movement?

Drawing on a global sample of 25 developed metropolitan areas on four continents, we introduce and discuss the results for each case study and identify common patterns of strength and weaknesses. In conclusion, we discuss the opportunities and limitations of this analytic framework for an internationally applicable set of public transport level-of-service measures.

Privately financed highways and the challenge to sustainable transportation in Lima

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During the last few years, several Latin American cities have implemented sustainable transport policies, including the construction of Bus Rapid Transit systems and the promotion of bicycle use. Furthermore, some of these policies have traveled both between Latin American cities and elsewhere, often being promoted by local governments (Wood 2014; Hidalgo and Gutiérrez 2013). The trend in the expansion of sustainable transport policies, however, should be problematized. In this presentation, I will do so by looking at the contradictions found in a city that has been understudied in the transportation planning field recently. In 2010, Lima's 26km-long Bus Rapid Transit (BRT) line opened at a cost of US\$300 million. Initially, the idea was to build a network that would eventually replace a chaotic transit system, providing instead high-quality public transportation. However, just a year later, these plans were scrapped. Instead of expanding the BRT system, the municipal government decided to carry out a regulatory reform that required very little infrastructure spending. The construction of the BRT line had been funded largely using the revenue stream that came from the municipal owned toll roads. Starting in 2012, those revenues were redirected toward the improvement and expansion of the highway network. Furthermore, this expansion will be financed privately by corporations that will take control of the existing toll roads and are raising a total of US\$2bn.

From a sustainable transportation point of view, this is clearly a setback: a city that had started building a BRT system had now decided to replace it with highways. Furthermore, the local government made that decision. What made the city government change its mind? Why is the local government in Lima, a city where less than 15% of the population drive to work, directing considerably more infrastructure

funds to highways than to mass transit? Or, given that car-ownership levels are rising rapidly, why wouldn't it be expanding opportunities for using those cars?

In this presentation, I seek to problematize the trend toward sustainable transportation by looking at the details of how transportation decisions are made. Furthermore, I will situate those decisions within broader institutional and financial contexts that can work to either give more leeway to local governments, or to constrain them when negotiating with the private sector. Often, limited budgets put local governments in a power imbalance when negotiating with large corporations that have the institutional and financial infrastructures needed to deliver mega-projects that Lima cannot. Furthermore, there might be information asymmetry when financial experts negotiate the deals with local bureaucrats (Ashton, Doussard and Weber 2012). New institutional arrangements allow for the private financing of infrastructure, letting city governments deliver projects “off the balance sheet” (Froud 2003; Siemiatycki 2013). Given the opportunities for securing future revenues that rapidly increasing car-ownership use provides, the private financing of highways becomes attractive to capital funds seeking investments that can secure long-term returns (Trumper and Tomic 2009; Figueroa 2005). Meanwhile, these arrangements allow local governments to deliver expensive infrastructure projects even with insufficient public budgets. Thus, I argue that, rather than a simple decision by the municipal government to deliver highways instead of mass transit—and to do so using private finance-, automobile-oriented infrastructure is being produced partly *because* it can be delivered via private finance.

I will not, however, take a deterministic view. On the one hand, the context alone cannot explain the decisions made by local bureaucrats in allowing private investment. Thus, through interviews with decision-makers I will analyze the rationale for approving automobile-oriented projects. While the urgency to deliver services together with the availability of private capital point toward privately-financed highways, municipal governments still have some field of action to make decisions. In fact, it is often the local government that actively goes after private investors offering new projects they can invest in, a trend that has been described as entrepreneurial government (Harvey 1989). The way these decisions are rationalized can shed light on the *governmentality*

—or planning mentality- operating in Lima (Foucault 2004). Furthermore, the conflictual nature of these transportation infrastructure decisions has opened opportunities for social movements to rethink and give new meanings to issues of public space and urban mobility. Both low-income residents threatened by displacement to open space for a highway (Strauch, Takano and Hordijk 2014), and activists protesting the nature of the projects have challenged the assumptions under which these decisions are made. I will further argue that we should be paying attention to these conflicts in order to understand the back-and-forth movement of transportation planning decisions, and to find opportunities for more socially just planning outcomes.

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The use of space as decision-making process. Valuation of mobility, residential, and workplace choices in the Munich Metropolitan Region

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How important is a good public transport connection for inhabitants when they decide on a location to live or work? How are locational characteristics valued by people? What does the aggregate of individual choices on these issues tell us about the existing and aspired quality of the provision of public services and amenities, as well as spatial economic structure? Good knowledge about the inherent sets of preferences regarding locational qualities in different regional, temporal and societal contexts is crucial for successful urban development and planning, especially as far as transport is concerned.

In this research paper, I will employ a revealed preference approach with hedonic regression modelling to estimate the importance of locational characteristics such as proximity to public transport to individuals in the Munich Metropolitan Region (MMR), Germany, using a sample of more than 7,000 people who responded to a web-survey regarding their residential and workplace location choices in late 2014 and early 2015. In the survey, people who moved or changed their workplace to or within the MMR in the last three years were asked about their previous and current residential as well as workplace location, in addition to alternative residential locations they considered during their search for a new apartment. Critically, for all locations, we also asked about the rental or purchase price of the object as well as household income and commuting costs. The project has the objective to identify relocation patterns in the Munich Metropolitan region, i.e. whether centralisation, dispersal, or a combined form of both can be observed with respect to residential and workplace locations. Under the premise that at any point in time a spatial equilibrium of land values and

rental prices exists, i.e. that residents and employees “welfare is equalized across space” (Glaeser and Gottlieb 2009, 2) it becomes possible to decompose the price according to the locational characteristics and quantify the value of the single characteristics.

Stated preference approaches tend to deviate from observed choice patterns, since respondents usually need not consider budgetary constraints. A ‘revealed preference’ approach, which requires the collection of more data and the use of statistical-mathematical methods, can yield more accurate results regarding the value individuals ascribe to certain locational characteristics of their residences and workplaces. Only rarely has a revealed preference approach been employed on a larger geographic scale and with a wide set of location characteristics, particularly since comprehensive and interlinked data on location choices over time is rarely available.

The Munich Metropolitan Region has for several decades been one of the most prospering and growing regions in Europe. Strong economic and population growth, together with recently asserted trends “back to the cities” and a diversification of lifestyles (Becker 2005) as well as a more polycentric spatial dynamic (Goebel, Thierstein, and Lüthi 2007) can be assumed to lead to a shift in patterns of preference. Can such an influence be detected in recent data, when compared with other regions and timescales?

This paper is linked to two strands of research in the field of economic geography and planning: (1) location theory with its recent, more dynamic complements, and (2) a more recent strand of literature concerned with the value of public amenities and planning interventions.

The first strand goes back to the works of German economists and geographers von Thünen (1826), Weber (1922) and Christaller (1968 [1933]). Location theory is concerned with the mechanisms behind the distribution of land uses and economic activity across space. (1974 [1959]) later extended the von Thünen model to the built environment, formulating a general theory of location and land use with rents as main intermediary. All models have in common that transport costs and distances feature as an important driver behind locational choice. Often, they rely on a monocentric

conception of space as opposed to recent, more polycentric or polycentralising theories (Kinigadner et al. 2015; Bentlage and Thierstein 2009). Nevertheless, they are still applied in human geography and planning due to their undiminished usefulness (Parr 2015b), along calls for their more dynamic, relational (Witlox 2000; Bathelt and Glückler 2003) and systematic (Parr 2015a) adaptation.

On the other hand, there is a recent fruitful recent strand of research – also indebted to location theory – that is considered with the value estimation of amenities to inform public policy and planning. The most known application is in cost-benefit analysis of new transport infrastructure (Gibbons and Machin 2004; Waights 2014), but also for other types of market interventions for the common good. These can encompass heritage conservation, agglomeration effects (Ahlfeldt and Wendland 2013), polycentricism (McDonald and McMillen 1990), provision of schools (Black 1999) or air quality (Chay and Greenstone 2005), all analysed using hedonic pricing methods. This approach still yields many opportunities for more research. The paper aims at linking the two strands and providing a concrete and relevant addition.

The paper also builds on previous as well as ongoing research at our institution on locational preferences (Thierstein et al. 2013; Büttner et al. 2014) as well the effects and conditions of infrastructure, especially airports (Conventz and Thierstein 2015; Wiese and Thierstein 2014; Conventz and Thierstein 2013), inter alia.

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Railway transportation, regional integration and territorial development. Connecting the Atlantic to the South American Pacific

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In the context of globalized production and global markets, some issues become more important, especially those related to transportation costs; delivery opportunity; quality of service; transportation volume; access to infrastructure, markets and supplies - among others - in its relationship to territorial sustainable development process.

However, some areas cannot take advantage of that context, as in the case of Northern Peru and some regions of Brazil - especially in the Amazon region. The population of these territories has few development possibilities; mainly due to the difficulty for mobilize their production at competitive costs to markets.

Faced with this situation, the project Atlantic Pacific Transcontinental Railroad, Peru - Brazil (FETAB) aims to connect the Atlantic and Pacific coasts of South America; so that the articulation to the interior of Peru and Brazil would be promoted as well as the connectivity between both countries and other markets, generating new territorial dynamics; we believe that these will increase the chances of development for the populations involved.

This mega project involves a total investment of around US \$ 20,000 million and the construction of approximately 5,000 km of railway that will cross the Amazon and

Andean regions. In addition, it permits interconnection with Amazon Waterways project - proposed under the IIRSA . In this project governments of Peru and Brazil participate, and, recently, the Chinese government has joined them, and has pledged his support for the financing and construction of that work. Note that the latter country is the main interest due to its significant trade relations with Brazil.

Our study object is transport treated as a phenomenon and / or process in space, considered in its close relationship with the social, economic and environmental conditions of the territory. The main objectives are examine the potential territorial impacts of the FETAB, identify the new territorial dynamics that will be generated in Peru and Brazil, and report the progress of both countries in terms of policies that support the FETAB's construction.

To achieve the objectives we base our work on the analysis of official information from the governments involved (secondary information) and interviews with subject matter experts and stakeholders in both countries.

We focus in the meaning and influence of the envisaged network and the flows of merchandise on the territorial development. We believe that the project will be characterized by inducing alterations in the accessibility of certain areas, which, in turn, will influence the sustainable development of the territory.

Among the major impacts that will have the FETAB for territorial development should be noted the massive potential generation of direct and indirect jobs, the increase of trade flows and current productions from Brazil to China and from the APEC region (Asia Pacific Economic Council) to Brazil, as well as the increase of trade flows to and from Peru. The volume of trade, in both directions, will be approximately 60 million tons of cargo. Regarding the environmental aspect, we believe that the impact will be manageable, especially because railway transport controls migration and restricts informal settlements along the route, avoiding problems of land use change. Finally, our contribution is framed in the analysis and discussion of the territorial impacts of the project on social, economic and environmental terms. In this regard, we believe that the FETAB is more than a business and a transport infrastructure project is, before, a mega project of territorial development that has to look for the generation



of opportunities for people to overcome poverty and improve their quality life with dignity, promoting shared prosperity.

Territorial agreements and disagreements. Reflections on tri-border governance

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Key Words: Border - Governance - Territorial management

This text represents an effort to think and show the relations that link the territorial development with territorial planning, management and governance. The main problem identified consists in the low levels of quality of life and the meager development prospects of the population on the study area, which arise from a fragmented, inefficient and ineffective planning and land management process that contributes to the destruction of the natural environment.

The study object is the area composed by the Amazon tri-border between the towns of Iñapari (Peru) Assis Brasil (Brazil) and Bolpebra (Bolivia). Our objective of study is to bring a new understanding of the planning process and management from the perspective of territorial governance, in order to establish the main guidelines for the development of a tri-frontier territorial governance model that contribute to improve the management and the increase of standard life quality of local people.

Our hypothesis considers that the current territorial dynamics stimulate a disordered urban growth – in the future it will be a tri-border international conurbation – which expressively accentuates the problems related to social and environmental degradation, common in border cities. We believe that the territorial development must be planned and managed from an integrated approach, passing over national borders, and considering the Amazon territory as a unit – even more in the case of the Acre

River basin which has a high biodiversity and fragile ecosystems, some are even endemic. Consequently, it is necessary to establish integrated forums and mechanisms of governance for tri-border. Therefore, we discuss the creation of an international city, which incorporates the three mentioned towns.

The methodology used is aligned to the classic strategic planning proposal, rescuing the competitive aspects of territory, as well as the establishment of a logical trend scenario, built for the area. Our approach favors aspects of environmental conservation, land management and job creation. In this sense, the implemented strategy is based on comparative analysis of public policies, which are addressed through different scales of territorial analysis. So we used primary and secondary sources of information.

We start with the definition of concepts that allow a better understanding of our proposal, such as border and governance, in order to propose guidelines for an integrated territorial management. The elements that connect one point to another are framed in the processes of climate change and globalization, and discuss, on the one hand, the role of networks in the optical change of the State and populations related to borders and limits.

On the other hand, territorial development will depend on the institutional construction and its implications on the formation of citizens and social capital for their participation in development processes. In that sense, we consider necessary to identify and promote innovative territorial systems, understanding and activating local mechanisms of development processes, understanding how the local alliances work and which local actors are the principal players.

Finally, it should be noted the importance of the relationships and the social ties already established, because they are the most precious good of society. It is necessary to give special emphasis to the creation of tissues designed to support, encourage and nurture social ties, promoting interaction between people. Such environments should promote the balanced development of border communities with a sense of belonging to the place. This feeling, that translates into territorial identity, is fundamental for a long-term sustainability of territorial governance.

The results of our research – specific strategies for planning and management – were presented to the tri-border local governments, so they will serve as inputs for the formulation and management of their respective development plans, through the strengthening of integration processes to become more territorial competitiveness with environmental conservation.

Purposeful travel: a model for initiating international planning collaboration

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The Problem

Pronounced international disparities in income, accessible resources and training are widespread. This compounds meeting the sustainability agenda and targets set by COP-21 (Conference Of Parties).

The American Planning Association's Development Plan, 2014-2015, further describes the problem as:

"Globally, communities are challenged by the lack of planning capacity. We seek national and international partnerships to advance the planning movement and exchange the best ideas in order to build communities of lasting value and to advance the principles of sustainable urbanization . . . We must inspire our members . . ."

Although many wish to, there are very limited opportunities for planning professionals and students to work together and gain international planning project experience. Thus, overcoming existing constraints and testing new innovations to further cooperative planning across borders are both problems and opportunities addressed in this paper.

Objectives

As an outgrowth of five successful international planning tours conducted by the American Planning Association's (APA) California Northern Section from 2003 - 2014, an international collaboration program was recently enacted that builds upon the experiences and contacts gained from such tours. The main objectives of this expanded purposeful international travel programs are:

- Initiating a pilot project in São Paulo, Brazil, with São Paulo municipal government, APA California Northern Section, Mackenzie University and one or more California universities
- Involving more planning professionals, municipal governments, university faculty and students in real international projects
- Securing additional international agreements with overseas planning organizations and universities, and
- Preparing instructional materials and sample agreements for use statewide in California and nationally by other APA Chapters

Methodology

The methodology employed in this paper is participant observation of an ongoing case study; namely the above listed pilot project initiated in 2014. Toward this end, all parties convened and then signed a formal international cooperation agreement, supplemented by a mutually agreed upon work plan.

Initial steps included:

1) Defining mutual interests

Initial progress on defining mutual interests took place largely as a result of the newly established professional relationships, further assisted by several international Skype conference calls and a visit to São Paulo by incoming APA California Chapter President Hing Wong. The recent adoption of São Paulo's new Master Plan and the Association of Bay Area Government's Regional Sustainable Community Strategies Plan further provided a general framework for considering mutual interests. As a result, a longer list of potential topics was winnowed down to a feasible number focusing on planning and development implementation practices regarding:

- Simulations and related land use and transportation modeling
- Innovative urban development financing techniques, such as purchasing air and development rights.

2) Setting the scope for ongoing cooperation

The first step was identifying the legislative background for cooperation. This led to a format where participants are responsible for their own costs, although third party funding may also be obtained and used. The time frame was set for three (3)

years, enabling professionals, students and researchers time to collaborate per mutually agreed work plan.

São Paulo colleagues are interested in the implementation of an integrated land-use and transportation simulation system (named SIDU - *Sistema de Inteligência em Desenvolvimento Urbano* or Urban Development Intelligence System) that would support the deployment of plans under São Paulo's new Master Plan, Urban Operations and Zoning laws. Simulations are desired to accelerate urban project development and implementation, providing a powerful tool to understand the impact on sustainability of different public policies and at the same time increasing transparency and enhancing negotiations between stakeholders. Use of *UrbanSim*, an open source land use and transportation simulation engine, is proposed. At a later stage the system could also include a 3D visualization tool.

The technical cooperation agreement and work plan is intended to assist São Paulo municipal government in the above. APA California Northern Section, through its members and their correspondent organizations, have applied a number of applicable planning techniques, including the use of *UrbanSim* for developing scenarios in the San Francisco Bay Area's Sustainable Community Strategies Plan (Plan BayArea). Thus, a main objective is cooperatively pursuing a pilot project with Mackenzie College of Architecture, SPUrbanismo and SMDU and APA California Northern Section – through at least one California-based university.

São Paulo municipal government has robust experience in innovative development rights programs, currently not used in California. For several decades São Paulo city government has been developing urban regeneration projects for specific areas of the city through its Urban Development Secretary (SMDU - *Secretaria Municipal de Desenvolvimento Urbano*) and its Urban Development Company (SPUrbanismo). APA California Northern wishes to learn more about the application of these development rights programs in São Paulo.

Results and Contributions

Although the expansion of APA California Northern Section's purposeful travel tours to include ongoing international cooperation activities remains a work in progress, as of October 2015 initial results and contributions are summarized as follows:

- A \$2,000 APA National Chapter Presidents Council (CPC) “micro” grant was received, along with \$2,000 cash match from APA’s California Northern Section and a commitment for at least \$2,500 in-kind pro bono work contributions. Grant-funded activities began in December 2014 and will be completed by December 31, 2016;
- Updated technical cooperation agreements were signed by 5 participating organizations
- Frequent consultations with existing and prospective project participants
- Progress reporting and related activities were completed
- English subtitles were added to video on São Paulo’s recently adopted master plan, in order to publicize the background of the work plans to potential participants

The remaining work previews the intended involvement of each participant’s resources, as well as the preparation of the tools to disseminate the program:

- Complete tool kit for use by other APA Chapters (as presently envisioned this should result in templates for model agreements, work plans and other informational products)
- Secure participation of at least one California-based university to assist with completion of the São Paulo’s pilot project
- Develop more detailed mutually agreed work plans among the participants
- Enter into one or more additional international planning collaboration agreements

APA California Northern Section’s purposeful travel tours have led to professional contacts and an international agreement involving professional planning organizations, municipal government and universities. The case study described in this paper is intended to further assess and shape this model for international cooperation and also contribute to the planning profession.

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A European perspective of Inter-Municipal cooperation: The institutionalisation of the metropolis (2005 - 2015)

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In today's inter-connected world, governments rarely possess the full capability to solve their individual policy areas (Nelles, 2010), municipal borders are often 'fictitious' within larger metropolitan territories and all communities are confronted with the increasing scale and complexity of social processes, which result in increasing number of externalities to local policies. The necessity to think beyond municipal boundaries when dealing with key challenges and opportunities has led several European governments to consider exploring inter-municipal cooperation (IMC) as possible institutional solutions. In European context, national governments and the European Union have increased their focus on IMC for regional and metropolitan governance in the past ten years. This is illustrated by several recent institutional reports on the subject (Ahrend, Gamper, & Schumann, 2014; EUROCITIES, 2011; Gödecke-Stellmann et al., 2011; Griesel & van de Waart, 2011; Meijers, Hoogerbrugge, & Hollander, 2012; Tasan-Kok & Vranken, 2011). Academic literature has not, however, kept up with this policy shift, having far fewer academic Europe-wide comparative studies produced in the same period of time (Feiock, 2007; Hulst & Van Montfort, 2007; Otgaar, 2008). This gap between institutional interest and academic productions is important to acknowledge, as it essentially signifies a contemporary political trend in European metropolitan governance that is undergoing fewer academic methodical analysis than would be expected.

This paper will focus on both academic and institutional perspective of IMC in European metropolitan areas during the past ten years (2005 – 2015) in an attempt to

bridge literature and views. By analysing government rationale for implementing IMC, as well as the existing theoretical framework and the Europe-wide comparative studies, the author aims to propose a unified foundation on which to further analyse the European IMC perspective. Europe as a region has several particular conditions, which make it an interesting region to conduct studies on the subject. When analysing the region as a whole, interesting conditions include having IMC as a widespread phenomenon, the existence of a regional EU framework with legal powers to work with and the fact that IMC has historically had presence in the region for over a hundred years.

The paper will be divided in three main sections: the first section will address definitions, rationale and models of IMC, as well as European government perspectives when adopting this institutional alternative. The second section will cover the most important theoretical academic streams to date analysing how these theories overlap, their similarities and differences. The third and last section will refer to the academic and institutional comparative studies done in Europe, their methodologies and findings. The three sections will be elaborated through literature review and analysis, interviews with key policy makers in European institutions and analysis of current state of IMC bodies. By creating a solid overview of the most recent academic and institutional production and contributions, the author aims to create a foundation on which future studies may build upon.

This study will contribute further conclusions to the existing research, namely through addressing the importance of joining policy interests and academic production. The existing literature offers a surprisingly uncoordinated approach to the subject, both in purely academic terms and between academic and institutional production. Governments keen on exploring IMC have little literature to back their decisions on, as the current uncoordinated approach to the subject makes it especially challenging to reach significant conclusions. This paper aims to bridge this gap, offering a truly European perspective to inter-municipal cooperation. By acknowledging the trajectory IMC research has had in the past ten years, recognizing the gaps that academic production and creating a solid overview of the most recent (2005 – 2015) academic

and institutional production and contributions on IMC in Europe, a foundation is created on which the author believes future studies may build upon.

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In the money meat - The Tri Border Area in South America

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DRAFT - Working in Progress

Analysts estimate that up to half of all automobiles in Paraguay were stolen in Brazil (Hanratty, 1990). And surely, they came from the TBA. The Tri-Border Area (TBA) is composed by Foz do Iguaçu, Brazil; Ciudad del Este, Paraguay and Puerto Iguassu, Argentina. Although considered as one single region, the three cities are governed by different institutions, and thus have different regulations, different economies and different recent histories. Consequently, they are very different cities within one single region.

Between the 70s and 80s, with the construction of Itaipu Dam, population exploded. Chinese, Taiwanese and Arab migration grew Paraguay's population and facilitated the trade between Asia and South America. Paraguay has consolidated itself as the gateway for Chinese goods in Brazil. The lack of market regulation and basic government enforcement in Paraguay also brought criminal activities to the region: drugs and guns dealing, human and animals trafficking, mafias, and others.

Local researchers argue that the informal economy by itself surpasses the official numbers used to present the size of the local economy. This paper will focus on the disparities between Paraguay and Brazil due to different institutional arrangements, and how these differences are materialized in the social context currently.

Introduction – WORKING IN PROGRESS

The Tri-Border Area (TBA) is composed by three cities from three different countries. Paraguay, Argentina and Brazil are separated by rivers, but strongly connected with physical and natural assets and strong social aspects. Iguassu Falls connects Brazil and Argentina, Itaipu Dam connects Brazil and Paraguay, and Ciudad del Este feeds the system, and moves the economy.

Fig. 1: The Tri-Border Area - Source: Google Maps

Brazil and Argentina are separated by the Iguassu River and share one of world's most beautiful waterfalls in the world. Iguassu Falls receive more than 1.5 millions tourists every year from all over to other to contemplate its beauty. The Fall has 365 falls and has the world records in water flow. The Tancredo Neves International Bridge connect Foz do Iguassu (Brasil), with Puerto Iguassu (Argentina). Despite the Mercosul agreements the Argentinian government heavily controls the border. Puerto Iguassu, in Argentina has only 43.000 inhabitants and it does not have a major importance on Argentina's context, though it has a minor role in the region's economy due to the Falls.

The division between Brazil and Paraguay is also materialized in the waters. The Parana River is one of the most gigantic rivers in South America. Although the cities are divided by the river, they are connected by the Friendship Bridge and the Itaipu Dam, the biggest electricity generation facility in the world is supplying 79% of Paraguay's and 14% of Brazil's total electricity demand.

Ciudad del Este is the second major city of Paraguay, has 340.000 residents, and is the third largest free trade zone in the world, after Miami and Hong Kong. It is the main gateway for Chinese good for the entire Brazil and also to other Latin American countries. Intense informal economy, illegalities and criminal activities are common in the Paraguayan side of the border.

Although most of the region's assets are shared, Foz do Iguassu is the one that get most of the benefits, as it is the only city of the three that has direct access to Iguassu Falls, Itaipu and Ciudad del Este. The main airport of the region is also in the Brazilian side of the border, and the main hotels as well. Foz do Iguassu is highly benefited by Itaipu, which does huge amount of investments in order to support local universities, urban projects and community assistances. It has 264.000 residents.

Combined with all these features, the region also has a global population that goes beyond Brazilians, Argentineans and Paraguayans. People from Taiwan, China and Middle East reside in all the three countries, creating a global region with a broad range of different cultures, religions and interests.

Besides the high rates of population from Asia and the Middle East, the migration flows between Brazil and Paraguay also play an important role in integrating these regions. According to Souchaud (Fig. 2), the ethnic integration between the countries goes far beyond the TBA.

Fig. 2: Paraguayan population in Brazil - Left; Brazilian population in Paraguay - Right
- Source: Souchaud et al (2007)

Although the region has similar geography, culture, and colonial history, the current development gap is gigantic. The main reason for this difference is the institutional decisions and arrangements that took place in the history of Paraguay.

Literature – WORKING IN PROGRESS

In the 1950s, when Taiwan opposed Mao's regime, Paraguay recognized Taiwan's sovereignty. With that, thousands of Taiwanese had an easy migration path to Latin America. After the end of Mao's regime, In the 1980s, when China began to implement economic liberalization reforms, the China and Taiwan reconnected. Consequentially population also started to spread, and as Ciudad del Este was a destination for Cantonese (Pinheiro-Machado, 2012)

During the 1970s, the Paraguayan government signed Law 550. This Law opened Paraguay to foreign investors by providing tax-breaks, duty-free capital import, and additional incentives for companies that invested in priority areas (Hanratty, 1990).

With the construction of the Friendship Bridge and the Treaty of Itaipu Dam being signed Paraguay and Brazil in the 1960s, economic opportunities strongly emerged in the region, and the urban environment started to grow fast.

Itaipu Dam was built on early 80's between Brazil and Paraguay. The construction of it was a groundbreaking for the region, creating thousands of new jobs, and opening a development path for both of the countries through a renewable and clean energy source. During the peak of the construction, the site had 40.000 workers. The project was so big that it really urbanized the entire region. Demands for hotels, restaurants, banks and commercial areas suddenly happened, and everything boomed.

The combination of this factors can explain how Paraguay arrived in its currently

situation. By having a population directly connected with China, the trade would already become natural. The potentials for these trades increased significantly with the development of the region through the construction of Itaipu and all the tourism demand that the region have.

These factors would not be able to attract buyers from all Brazil without Law 550. The Law opened the path for the informal economy to rise. Chinese good flooded the entire world, but to arrive in Brazilian cities, Ciudad del Este was the gateway. Analysts estimates show that the underground economic activities from Paraguay surpluses the total GDP from Paraguay (Rabossi, 2004).

According to Pinheiro-Machado:

In the 1980s and 90s, this border trade provided employment opportunities for hundreds of thousands of people in Brazil during the restructuring of the Brazilian democracy and, subsequently, the economic opening of the country. ... “Made in China” markets multiplied throughout the country, at which time vendors began to make weekly trips to get the latest items that were arriving in the country. Commonplace goods, electronics, cosmetics, ornaments, replicas etc. were available for the first time at affordable prices for different social groups, especially the middle and lower classes. ... The rise of “Made in China” goods caused a great change in low-budget Brazilian markets. Until then, street vendors in the large cities sold odds and ends, crafts, fruit and fish. The genesis of these markets is rooted in the rural exodus of freed slaves, tenant farmers and other underprivileged groups in the country.

Currently, the Tri-Border Area has around 700.000 residents between the three different countries. And the connection between cities is very strong. Jobs are international, resources are international, and as the failure of national economic policies shank Paraguayan currency, U.S. Dollars are the most used currency for trade.

By analyzing Ciudad del Este’s informal economy through De Soto’s research, we can fit the city in every word of the book. Informal markets composed by street vending, itinerant vending, fairgrounds, informal housing, informal security, informal transportation. It all happens in Ciudad Del Este, with political and police support. Informality is this case connected with criminality, corruption and several stakeholders’

interests that are beyond our research purpose here.

Body – WORKING IN PROGRESS

Ciudad del Este has consolidated as an economic trade center for the whole Latin America. The city plays an incredible role in the region's economy and already became even a third tourist attraction for the visitants of Iguassu Falls and Itaipu Dam.

Consistent movements of people happen every single day around the border. A proof of this integration is the amount of different temples and religions that can be found both in Paraguay and Brazil. Both of the cities have Islamic temples, Buddhist temples, Catholic churches, etc.

The Paraguayan city also do provides informal jobs for thousands of Brazilians that cross the bridge daily to work on the other side of the border. These workers do not work on the streets though. Brazilians usually are the ones with more skills in the work force. They are the most educated, working with management for the big stores, or as salesman making sales for other Brazilians from the entire country. But that does not mean that Brazilians workers are formal employees. Even some of the big stores and shops informally hire workers. Formal jobs are rare.

While most of the Brazilians are working in comfortable air-conditioned environments, Paraguayans are on the streets. They are both in the informal economy, but the Paraguayans are the face of it. The streets are filled with street vendors, itinerant vendors, and vans carrying people from one side to the other. All managed by native Paraguayan men.

Paraguayan women, in the other hand, are the *honey pot* for the shops. Their native beauty is combined with western fashion styles, strong makeup, European perfumes and short dresses. Their goal is to smile and attract consumers. Sell, sell, and sell!

Although the workforce is highly composed by Brazilians and Paraguayans, the owners are foreigners. Remember about the immigration? The biggest shopping centers and most of the smaller stores in Paraguay are owned by Chinese, Lebanese, Turkish, Korean and Indians: Casa China, Monalisa, Nissei, Mina India, Casa Americana are some of the examples.

Some of these owners do not even speak Portuguese or Spanish. This makes

the integration between the different ethnicities very strong in the entire region. While their children are studying the local language, they struggle to learn. Consequentially owners depend on their neighbors to succeed in the market trade. These strong connections are extended to cultural customs and religious habits for example.

Be a heavy and strong informal can help with jobs and can surely support economic activities, but there are some negative effects as well. Lack of government enforcement also happens in Paraguay's interior, and the fertility of the land makes

Paraguay the second biggest producer of Marijuana in the world (CNN, 2008). And as usually, drug dealers expand business to other drugs, guns, and money laundry several criminal activities. 25 years ago analysts had estimated that up to half of all automobiles in Paraguay were stolen in Brazil (Hanratty, 1990). Although the data is old, it still shows the power of crime.

The saturation of the local commerce combined with the lack of government regulation open other paths of illegal activities. Piracy, for example is faced in very different ways between Brazil and Paraguay. While Brazil is heavily fighting against piracy, Paraguay is one of the main suppliers of pirate CDs and DVDs in Latin America.

The Brazilian government has regulations on the international border to control piracy and maintain the Brazilian shops alive. The federal government limits every Brazilian to buy U\$150.00 maximum across Paraguay's border per month. But it can't enforce it. There are too much people crossing the border every day in cars, buses, vans, motorcycles, taxis, pedestrians, bicycles, and trucks exporting soy and chicken from Paraguay through Brazilian ports. In between this big mess, there are people who live in one side of the border and work in the other. It is a solid dependency. Abruptly intervening now would affect the life of millions in China, Paraguay, Argentina and Brazil.

Fig. 5: Daily movement of people and goods on the Friendship Bridge - Source: Portal Guaira -

<http://www.portalguaira.com/PG/wp-content/uploads/2013/01/ponte-da-amizade.jpg>

Terrorism is also a problem. According to Mendel (2002), in September of 2001, after 9/11, the Paraguayan consul was arrested in Miami for selling more than 300

passports, visas and shipping documents. The consul reportedly sold 16 passports for terrorists suspects from Egypt, Syria and Lebanon, planning to move to Ciudad Del Este (Mendel, 2002).

The informality of the Paraguayan economy in Ciudad Del Este, combined with a broad lack of enforcement generated a strong criminal center for the entire world. The impacts of it go since the smuggling of cigarettes through small boats in the rivers, to floods of Chinese goods, drugs, money laundry and terrorism to Brazil and Argentina.

Conclusion – WORKING IN PROGRESS

The Parana River does not divide only two cities or two countries. It divides two very different realities. All the poverty, crimes, unhealthy environments and human degradation present in Ciudad del Este supplies the Brazilian demand for consumer goods and the Chinese demand to exportation.

International trade is the main evidence of globalization in our modern world. Although economists present concerns from the colonization economy that generally holds down development countries in order to push up developed ones (Banerjee, 2003), this statement can also be noticed in some developing regions as well. In our case study Paraguay accepts to be underdeveloped and to sustain bad human conditions in trade to increasing the economic movement of the region. This decision clearly benefits some few in the top of the market chains, but the price is high.

Fig. 6: Kids playing in Ciudad del Este streets - Source: Portal Guaira

The TBA is clearly a global area that has impacts that go beyond the region, the countries, and even the Latin American continent. Losses in Latin American wars and the state of living under very extractive institutions lead to the openness of Paraguay in a search for survival through attracting foreign investment. And it succeeded. If the objective was to attract foreign investment, it definitely did. But it is still only surviving. The acceptance of a high informal economy and the international openness lead the country to uncontrolled criminal activities of all kinds. It seems to be a city of no one. And while the Parana River waters in Itaipu are generating clean energy to supply almost the entire Paraguay and a significant portion of Brazil's demand, and while the

waters from Iguassu Falls are dazzling the eyes of thousands of tourists from all over the world, Ciudad del Este is pulsating hard. It is pulsating in the beat of the global economy. The money beat. Where some are winning but most are losing.

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Bridging cities for building Europe: the case of the French North-Eastern Border

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Europe is a recent construction at the scale of the history. In 1958, its ambition was to ensure peace in a continent which has known a lot of wars and crises. One aspect has concerned the effacement of the borders, if not their disparition. So, since the 80's, crossborder cooperation have been encouraged. A programme like Interreg is emblematic of this orientation. But one of the most interesting evolution concerns the territorial cooperation, linked to territorial project in métropolitan areas and main cities located in border regions, such as Aachen, Maastricht, Liège (Germany, the Netherlands and Belgium), Vienna and Bratislava (Austria and Slovakia), Frankfurt-on-Oder and Slubice (Germany and Poland).

The case of the French North-Eastern Border is surely emblematic of this evolution toward peace and development due to the role of crossborder projects around metropolises and main cities. From Dunkirk in French Flanders to Mulhouse and Saint-Louis in Alsace, cities and metropolises along the frontier with Belgium, Luxemburg and Germany constitute the new gates of the French « open field », in reference to the theory of the « Pré Carré » (France considered like something as an enclosure) of Vauban, military engineer of the king Louis XIV, who fortified, in the XVIIth century, all the cities, from Flanders to Alsace against enemies and invaders. But neither citadels, neither the « ligne Maginot » (the underground line of defense, built between the world wars one and two) did succeed to prevent war, for centuries, until the end of the second world war in 1945. Dunkirk, Lille, Longwy, Strasbourg are now so many open citadels opened to the neighbors, developing crossborder strategies, bridging the cities.

The question, here, is how these strategies are managed, according to the different planning systems and different governance frameworks in each country, even if they are neighbors ? What are the tools which are used to push these crossborder strategies, specifically in the case of the metropolises ? What is the role of people in these process ? Particularly, the civil society ? Are these process only the result of a technocratic vision and, or, a political will, or are people also involved ?

These questions refer to the approach of collaborative planning by Patsy Healey (P. Healey, 1997). The elaboration of strategic plan concerns not only the policies, but also the process, such the institutional organization and the implementation, also the capacities of territories to develop systems of relations, what Alain Motte also says « le processus est plus important que le plan » ou encore « ... la planification stratégique spatialisée est autant concernée par le processus que par le contenu : une stratégie ou un plan ne coordonnent pas grand-chose en eux-mêmes. C'est le processus social d'élaboration des principes et des usages ultérieurs des schémas qui permet la coordination et la mise en œuvre ». (Motte A., 2011), (The process is more important than the plan... Spatial strategic planning is as much concerned by the process as the contents : a strategy or a plan do not coordinate much there themselves. That is the social process for the elaboration of principles and later uses of plans which allows coordination and implementation).

We will organize the paper in three main points. First, we will present the geographical and historical context of this border and the challenges which run from. This border opens France towards the north-western Europe in terms of relations and symbolic value.

In a second point we will present a statement of the initiatives and crossborder projects in main cities or metropolises : Dunkirk and the belgian Flanders, the Eurometropolis of Lille- Kortrijk-Tournai, the European Pole of Longwy and the Alzette-Belval project near Luxembourg, the Eurodistrict of Saar-Moselle, the Eurodistrict of Strasbourg-Ortenau, Trinational District of Basel, with Saint-Louis, on the French side. We'll present the different tools to implement strategies.

We will focus on the case of Lille to analyse the process of such a crossborder cooperation. This is justified by the fact that it is the first EGTC, European Grouping of

Territorial Cooperation (2008) created in Europe. Specifically, we'll focus on the question of the role of the civil society in the process : local arenas of debates exists, for civil society, in Lille (Conseil de Développement), Tournai (Conseil de développement de Wallonie picarde) and Kortrijk (Transforum), which work together within the « Euroforum », as a stakeholder of the process, facing the politics ones.

We'll try to conclude on the potential and the limits of these processes, and the influence on the recent evolution of local institutions in France, (new Métropole européenne de Lille and Eurométropole de Strasbourg for instance).

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The construction of the “Metropolis of the 2 banks”: cross-border cooperation and urban planning on the Franco-german border in Strasbourg-Ortenau

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What can better symbolizes the process of integration in a large urbanized area than a pedestrian and cycling bridge linking two green areas located on two banks of a river? Moreover, this object embodies also the proximity between two cities thanks to the cross---border cooperation. The bridge and the garden of the two banks are now the core of the European ‘Metropolis of the 2 Banks’, the official name given to the urban space built on both sides of the border in the Franco---german urban area of Strasbourg---Kehl.

The aim of this paper is to understand how cross---border cooperation in urban planning, especially Interreg programmes, 25 years after their launching, contributes to build an integrated urban area on one of the most conflicted border from the first part of the 20th Century. How did both cities coordinate their plans and did they elaborate common plans? Does the emerging urban space reveal a special identity? What can we learn from this case study on cross---border urban planning in Europe in general?

Our research will focuses on Strasbourg, a French city located on the Franco---german border, and its neighbourhood city in Germany, Kehl. Symbol of the Franco---german reconciliation, Strasbourg is also the seat of different European institutions (Council of Europe, European Parliament, etc.). The border is considered as a line separating sovereign territories and political systems that are producing national planning systems built on different concepts and ideas. Cross---border cooperation in spatial planning means first according different planning cultures. Our analysis is based on the official plans produced in the national systems, on

the strategic planning literature and on the Interreg cross---border projects the cities elaborated.

Cross---border cooperation started in the beginning of 1990 in the European integration's perspective, because both cities were confronted to the same issue: building new urban spaces by reorganizing wastelands in industrial and harbour areas. We will first present the main difficulties faced by urban planning in cross--- border urban area in the 1990s in the EU and the particularities of our case study in this general framework. We will then describe the main steps of the history of cross--- border urban planning in Strasbourg and Kehl by analysing the programmes and the plans used to achieve integration. An analysis grid listing the main means (density, centrality, functions, etc.) and the spatial elements (places, networks, territory) of integration will be elaborated. In the third part, this analysis grid will be used to determine the main features of the production of the 'metropolis of the 2 Banks'.

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Cross-border narratives of development and space: transborder planning in North America

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Background

Achieving better coordination across the common international boundary has long been a priority for policy makers and planners along the U.S.-Mexico border. Efforts to harmonize and align regional policy and planning have included attempts to encourage more effective coordination across federal, state and local agencies, sometimes adopting a piecemeal approach and sometimes embracing comprehensive perspectives (Wong 2004). Habitually, these efforts target the private sector, which it is encouraged to engage in cross-border partnerships involving other private entities, local universities or even government agencies (Sparrow 2001). Often community-based organizations have been encouraged to engage in cross-border coordination as a way to improve the effectiveness of programs targeting the quality of life of border residents or the betterment of the border environment (Lara-Valencia 2011; Chang-Hee 2003).

It is possible to argue that cross-border coordination efforts in the US-Mexico border have been able to reshape regional policy making and contributed to create a new governance system in this region. As observed by Wong (Wong 2004), the intensification of collaboration between regional actors has resulted in the *formalization* of joint efforts and plans to manage development in the transborder space and, therefore, it is contributing to the formation of transboundary associative regions in the US-Mexico border. Yet, this process is not straightforward and it is full of paradoxes, as revealed by the ephemeral nature of most border plans, the limited implementation and follow-up of policies, the vulnerability of policy-making to political moods and cycles, the east-west unevenness of transborder policy-making, and the asymmetry in

the rules of engagement for regional actors in each side of the border. My position in this paper is that proponents of transborder regionalism in the North American context have failed to recognize the importance of regional awareness and identity, a fundamental ingredient in regional building and ensuing transborder policy-making. As suggested by Passi (Paasi 1991) the process of regionalization begins with the development of territorial consciousness, a state where formal boundaries are “softened” while functional ones receive some level of validation and the collective endorsement to act as the demarcation of a legitimate policy domain.

Objectives

Through the analysis of qualitative data, this investigation addresses two specific areas of uncertainty regarding regionalism and transborder coordination in the US-Mexico border. One centers on the discursive representations of the region either as a transborder territory or a juxtaposed territory and the socio-spatial elements that demarcate such space. It was assumed that the dominance of one representation over the other is not only indicative of how regional actors have solved the tension between the forces of separation and integration intrinsic to the border, but also of the kind of policy actions that are conceivable and practical within such imagined space. The second area of inquiry corresponds to the examination of those elements in the discourse of policy makers that reflects some degree of symbolic and functional identity at a transborder scale.

Research process

The data for the analysis come from a Delphi process. A convenience sample of regional planners and policymakers was invited to participate in an online survey, based on their knowledge, expertise, and past participation on border planning and management. The Delphi method is a structured and systematized process that uses a series of sequential questionnaires interspersed with controlled opinion feedback from the research team. The two-round Delphi survey was completed between May and July of 2010 as part of the work conducted for the Border Governors Conference’s Strategic Guidelines for the Competitive and Sustainable Development of the U.S.-Mexico Transborder Region.

Results

Results suggest that dominant socio-spatial representations of the border economy portray the region as two juxtaposed systems and territories which interact mainly to exploit comparative advantages produced by uneven levels of development and geographical adjacency. This is consistent with a differential emphasis placed by participants on different elements of their vision and representation of the border region. From the perspective of US policy-makers the major obstacle for the development of the region is infrastructure bottlenecks at border-crossing points, a circumstance that increases the cost of trade and commerce in the region by slowing the movement of people and goods across the border. By contrast, Mexican policy-makers were more concerned with the decline of the global economy which translates in a lower demand for manufactured goods, and affects particularly the auto industry and maquiladora plants operating in northern Mexico. These findings highlight the urgency of developing narratives promoting a shared vision of development and space for consequential transborder planning and coordination in the U.S.-Mexico border.

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Modern and urban crisis: the importance of a different agenda of research

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The present work aims to provide a different and broad spectrum of analysis to the urban crisis. It is based on the premise that the world is going through a crisis on its philosophical model and on its planning/urban model. Based on that premise it understands that a complete alteration on the citizens and governments behavior is needed. Built under a Lefebvrian/Marxist matrix it points out to the urgency of modifying not only the relations between people and State but mainly between those two and the capitalist system. Its main goal is to problematize the need and validity of a specific research agenda that has already started in some centers, but that must spread throughout the globe.

1. Introduction

Society, in the early 21st century, started to watch a series of problems that had been operating along the end of the 20th century and which probably originate from the Keynesian/Fordist crisis, the 1968 manifestations and from the systemic crisis of capitalism, starting in 2008. In present time, stands the starting point of awareness by the population (mainly in the developed world) of a crisis of a different kind. Here it is understood that this crisis takes place in the realm of ideas and not in the material one, once, reached the society of abundance, people started noting, gradually, that human aspirations have not been met. Contrary to what classical and neoclassical economics proclaimed, more is not always better. Therefore the predominance in the speech of our time of the need of economic growth at any price and the importance of achieving ever-higher levels of income, savings and investment is relativized and "o espetáculo, a serviço da acumulação, desestrutura a organização social moderna assentada na relação entre valor de uso e valor de troca. O 'parecer ter' supera o 'ter' como forma de superação exponencial do 'ser'" (SANTOS, 2015:42).

With that, this work is based on the premise that there is a crisis of modernity, as something that walks in the direction of progress as a synonym of good and of supreme truth (SANTOS, 2015:43). This crisis is mixed with various others that seems to be individual crises, but that are in fact subordinated to this bigger crisis, a moral and ideological one. The present work search, then, to understand one of these so-called "minor" crisis, in light of this notion of a crisis of modernity, which is the urban crisis. More than that, it aims to show that there should be specific interest in this agenda of research.

In this sense, the starting point for the construction of such a framework of crisis, beyond empirical observation, is the Lefebvrian theory. To Henri Lefebvre, society goes through a period of transition, a change that will lead to the complete urbanization of society. The author is working with a virtual object, with the future, once this society is only hypothetical. At the time, traces of the ancient society mingle with new traits, thus the own agenda in this society is still in formation, but as Lefebvre points out, it differs enough from the industrial agenda and this conflict is what has caused the crisis. In a way it's like saying we don't know what we want, but we know what we don't want.

2. The Modern and Urban Crisis Panorama

Thus, the rationale for undertaking this study takes place around these two crisis: the modernity and urban ones. Under this perspective, on the side of the urban crisis, it is noticeable that the capitalist system, as it is organized, can't answer two important social demands of our time: the environmental demand and the improvement of the conditions of the everyday life, both covered by the great concept of the "right to the city". Under the Lefebvrian optic described earlier, assuming the hypothesis of complete transformation of society in an urban society, the question of right to the city starts to occupy a prime role in order to change this situation of crisis. At one end, the idea of capitalist accumulation brought by Marx points that the profit is the great capitalist's goal and to achieve this goal and complete the cycle $M-C-M'$ in a recurrent form and to overcome the challenges of the falling rate of profit trend, he understands that the flow of goods put into circulation must always be increased, their production speed expanded and the rate of exploitation of labor intensified (extraction of surplus value). At the other end, the concept of environmental sustainability highlights that for

the human life to reproduce in an environment of relative stability, you should be able to reduce consumption; reuse materials and allocate them to new and different uses; and recycle what can be modified and reinserted in the production chain. All these factors go against the concept of planned obsolescence, against the idea of producing more and more consumer goods and against the idea of high speed of realization of goods in trade. By entering into the idea of further exploitation of paid labor by the capitalist and consequently increasing separation of the worker from the work process and its results, we bring the problem of dehumanizing what people spend most of their time doing, which is their daily work. The other sides of everyday life: the party; the urban mobility, all suffer with the subsumption of the use value of the city's equipment to the exchange value. This is noted: on the need to provide the capital with general conditions of production that transform public spaces in ways so that the capital can perpetuate with greater ease; on the transformation of private spaces in mere habitats of the worker, in the transformation of the housing issue in a matter of providing the workforce with their minimum conditions for reproduction of its workforce (in contrast to the concept of "to inhabit"). In view of this process, the capitalist city suffers today an unprecedented crisis. To study this phenomenon is crucial as most people are living in cities and most of them live in the big cities, which incorporates other problems. The June/July 2013 journeys in Brazil can be interpreted as a manifestation of the crisis and of interests that seem diffuse and unclear at first glance. The interpretation that the scholars of critical geography and urban planning have given the phenomenon is precisely that this dissatisfaction is due to the bankruptcy of a kind of town model.

To the purpose of the crisis of the so-called "modern Constitution", already pointed by Latour (2013), it is important to say that this work is based on the hypothesis that the advent of modernity is what formed, in large part, what conforms today Western societies in which we operate. Thus, modernity was forged in the context of two important revolutions that have taken place in Western societies, the scientific revolution and the Enlightenment (which inspired the bourgeois Revolutions) in the 17th and 18th centuries, respectively. This concept, formed in retrospect, is the conjunction of the intellectual and technical factors that caused the theoretical division between nature and culture. "Nos escritos de Adorno e Horkheimer, essa separação

entre homem e natureza é a condição estrutural do esclarecimento que se traduz na superioridade da razão." Is the result of the separation between reason and emotion, between spirit and body, or between theory and practice. (SANTOS, 2015:39). For Latour (2013), the word "modern" means two practices: a blend of genres of new beings, hybrid of nature and culture and a separation of humans and non-humans. The first allows that the same newspaper talks of ecology, politics and technology at the same time, and the second allows the moderns to analyze separately, science, society and nature, without mixing them. However, the important fact in this analysis is that the modern ignores the proliferation of these hybrids while analyzes separately the natural world and the human being. In other words, while our daily life is permeated by a mix of culture and nature, the modern insists on reviewing both separately, without taking them into account in the dimension of their mixes and symbiosis. So, for this author, the awareness of the existence of hybrids broke with what constitutes modernity, that is, the ignorance of this mixture, what is what had allowed it to happen in the first place. From this point of view, the urban crisis would keep important relationship with a supposed breakout of this Constitution, and, therefore, rests in his own crisis of modernity in progress. More than that, the assumption here is that this crisis creates conditions for the proposition of alternatives that do not deny the advances brought with modernity, but who considers it unable to support themselves philosophically *vis-à-vis* the new goals of "urban society" in formation. As Santos (2012), the construction of a more humane world find its material conditions to settle down, "basta que se completem as duas grandes mutações ora em gestação: a mutação tecnológica e a mutação filosófica da espécie humana." (SANTOS, 2012:174). Such technological mutation would be allowed and caused by modernity, but the philosophical mutation needs to break up with it.

3. Findings and Suggestions for a Research Agenda

For starters, modernity as a discourse preached economic growth, individualism and a specific logic-based philosophy of science. As it is based on the separation described in the previous section, nature and humans could evolve separately, the latter dominating the first without picturing any kind of conflict, in matter of fact, picturing the wild and raw nature in a negative connotation. So the acknowledgment of the

dialectic relation between the pairs: welfare and income, development and nature preservation, liberty and community feeling, to name a few, disrupts not only the discourse but the fundamentals of that society and what it believes. So, in that view, when one analyses all those characteristics of a modern crisis, one might pose that it intertwines with what people are claiming nowadays on the streets. The very roots of the urban crisis confuses with the modern, philosophical one. So when capitalism is set in motion with the primitive accumulation process and enclosures politics in (current) Great-Britain it will spread and acquire its known form only because there was an immaterial process happening alongside that allowed a modification on the plan of ideas. That is why one should separate between capitalism and modernism. If, in the plan of ideas, society modifies itself, than capitalism may survive under different conditions (or different names¹) but the modern path won't allow people to free themselves from the exploratory conditions now in vogue. So as Latour and Moore point out, a new and non-modern path is needed if society wishes to understand the modern achievements but to evolve in social cohesion and social happiness. From that, change could happen in a bottom-up model and the capitalist contradictions will be naturally attacked from its premises as it lies on top of a modernist framework. Without its pillars it will, conservatory speaking, at least have to modify and transform itself to become a less exclusivist system.

4. Conclusions

In that view, the paper tried to analyze what are the current conditions of the world's urban and modern crisis. It showed, from a Lefebvrian standpoint, that the combination between Capitalism and Modernism forged a strong theoretical apparatus that sustained western societies along the 20th century and the beginning of the 21st. Although the signs of a major crisis, that surpasses the economic field, were already there since the 1960's it is nowadays that the whole system described above is collapsing. The transition needed for a different one does not find conditions to appear in a context in which people simply don't know where to go. From that discussion, it is

¹ Each author will classify and establish the minimum conditions to call a social system "capitalism". So a new system may maintain profit, or labor exploitation, or private property and still be called capitalism for one set of theorists, but, for another group the disruption of one those elements may mean capitalism's death.

thought that the current crisis is a product of a crisis in the realm of ideas. The ideas that made possible the world's political and economic current conformation do not correspond anymore to the aspirations of the new and in formation "urban society". Therefore, the paper tried to show the need for a debate that can articulate those elements, modern and urban crisis, demonstrating that they overlap each other and that some of the causes of society's malaise with their everyday life find its roots in a moral and philosophical crunch.

Regarding the criticism that Lefebvre makes to the philosophy of knowledge built under the influence of modernity, the compartmentalization of knowledge is extremely detrimental to any analysis, along the lines of discussion of a reality. For that we need a new model of knowledge (especially with regard to university education) and a different understanding about what is scientific knowledge. What Lefebvre points out is that the fragmentary and biased knowledge that aims to inform the action of planners and urbanists is insufficient. Therefore it follows from this analysis that part of solving the problem is to form people with knowledge of the whole, for a more diffuse approach without allowing the contents present in isolated disciplines to harm the synthesis which is necessary for the effective understanding. So, initial and long term change passes through a transformation of educational systems all over the world. Technicians and politics must have contact with a new kind of knowledge forged in a different epistemology, a different view on science. At last, the role of current planners, teachers, etc. shouldn't be passive and waiting for that change to occur. A second hint is to try to unravel the current modern-capitalist discourse to show society that a different one is possible, that the ideas in vogue and the so-called "unique speech" do not need to be over-represented *ad eternum*. The very practice of planners could be contaminated by those thoughts and they should encourage what some would call "subversive planning" (LIMONAD; CASTRO, 2013). The paper intends only to bring light to that theme and is not ready to end with concrete results, but those items serve an initial reflection and it is believed that with further discussion and debate it will be possible to arrive at a process that can have political representation and/or at projects that could be translated into politics. That is the major challenge.

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The socio-economic interfaces of the Port City of Ghent: acknowledging its potential towards the third industrial revolution

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Since the 1950s, the historical strong link between port and city changed and became weaker. Following the second industrial revolution based on petro-chemical processes, the maritime industrial and transport sectors focussed on economies of scale. This forced port activities to move away from their host cities in search of better accessible areas to develop (Olivier & Slack, 2006). Next to these spatial effects, the revolution also induced the upcoming of a powerful, but limited, group of multinationals (OECD/ITF, 2015). The combination of the enlargement of (bulk, liquid or container) cargo and the growing power of multinationals changed the governance of port cities. Already in the 1990s, Slack (1993, p. 580) stated that “Ports are becoming pawns in an game of commerce that is global in scale”. This change of power towards the private sector induced the establishment of independent port authorities and delineated port areas around the world (Verhoeven, 2010). It seemed that the former tight interweaving of urban and port governance was not suited to react fast enough to the ever changing requirements of the multinationals, resulting in a competitive disadvantage.

The second industrial revolution thus forced ports and cities to break up their different interfaces: economic, social, cultural, institutional and geographical. Consequently, worldwide ports grew with an increasing pace, this fuelled by the reciprocal relation between the competing port authorities and the economies of scale of the maritime petro-chemical and transport industry. However, since the global financial crisis of 2008 and the subsequent economic downturn, this evolution is more and more questioned (ESPO, 2010; OECD, 2013; OECD/ITF, 2015). On the one hand, port authorities do no longer hold the financial power nor the legitimacy for

implementing large scale transformations. On the other hand, the bulk-chemical and the maritime transport industry have some structural long term problems. These sectors demand (i) a lot of, increasingly scarce, space and induce as such spatial economic-ecological dilemmas (Van den Berghe & De Sutter, 2014). They (ii) lack innovation, (iii) have low employment rates, following standardization and automation, and (iv) don't generate much direct value added (Atzema, Boelens, & Veldman, 2009). As such, ports became a burden instead of a benefit for their region which Hesse (2006) describes as 'a dichotomy between global chains and local pains'.

Considering these problems, the OECD (2013) called to 'renew the relationships' between port and city. It is precisely by linking the knowledge and services available in the city to the port economy that has the potential to generate innovation and economic impulses. Moreover, insights are growing that a closer collaboration of port and city has the potential to coop with the major (urban) socio-economic and ecological issues of our time: climate change, energy transition, economic clustering, sustainable transportation system and the third industrial revolution.

However, in this paper we question if the current institutional separated construction of the port city is able to make this transition. We state that before (spatial) policy can find solutions to the existing long term problems, first of all we have to theoretically discuss what we define as the port city. In the first part of the paper we will demonstrate how the prevailing structuralist paradigm in spatial research during the 1960s, in combination with the second industrial revolution at that time, has induced spatial planning to define port and city as two separate geographical entities. Path dependent processes eventually led to the neo-liberal reformation of port governance. In the second part of this paper, we will discuss the potential of the more post-structuralist definition of space for port city research. Instead of defining the port city as a static entity, we argue that the port city is a 'glocal' dynamic assemblage (De Roo, Van Wezemael, & Hiller, 2012; Swyngedouw, 2004), constructed by different global actor-networks coming together at a certain location. In the third part, we use this theoretical actor-network framework to construct a methodological framework focussing on the 'leader firms' (Nijdam & de Langen, 2003) and their relations. Supported by interviews

with these leader firms, the socio-economic network analyses of the port city of Ghent, Belgium, show some interesting implications. First, we are able to define the socio-economic centrality of the different actors in the port city actor network. This gives different results than defining firms based on their quantitative socio-economic parameters. Second, the actor-relational approach gives us the possibility to estimate the socio-economic embeddedness in the port city. This gives us valuable knowledge to inform policy makers about the existing or missing socio-economic links between the present port city actors. The main conclusion of this research is that the port city of Ghent, in contrary to its absence in global port top rankings (AAPA, 2014), is well suited to transit to the third industrial revolution. Implications for spatial development policy regarding the call of the OECD (2013) are also addressed.

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The economic effectiveness of economic land supply policies

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Statement of the problem and objectives

Land policies that aim to supply land on the industrial and commercial land markets are common in many regions and states. These policies generally take the form of public developments where the authorities develop economic estates to accommodate businesses. These land supply policies are based on the argument according to which the availability of land – cheap if possible – is an essential factor in territorial attractiveness and competitiveness. The research subject developed in our proposal originates from the discrepancy between this argument and the scientific literature devoted to regional development. Indeed, unlike elected representatives and economic development agencies, scholars active in the field of regional sciences only very rarely refer to the impact of the land markets on levels of development. Rather than focusing on the theme of land prices and land availability, regional scientists underline the importance of intangible factors such as innovation, entrepreneurship, education, integration into networks, etc. In view of this difference, we consider it useful to assess the economic effectiveness of land supply policies by defining the true role of industrial and commercial land availability and prices in relation to economic development. Assessing the appropriateness of generous planning policies concerning economic land is all the more important since these policies are emphasised in moments of crisis and difficult economic contexts. Moreover, assessing land supply policies is necessary due to their impact on the urban sprawl of economic activities.

Our presentation will be structured in four parts. In the first part, we will briefly develop a reflection on the literature devoted to links between the commercial property

markets and regional development. This reflection emphasizes the limited availability of research on the links between development and land supply in economic land.

Methodology and main results

The second part of the presentation will be devoted to a comparative analysis of seven countries in Northwest Europe. This assessment is based on statistical studies aiming to analyse the relationships between land consumption for economic estates and levels of development. This analysis allowed us to identify three regional profiles. First of all, there are the main “metropolitan” regions, where land availability only plays a marginal role, most likely owing to the presence of numerous activities that are not very extensive spatially, yet very productive in terms of added value. Secondly, there are the “intermediate regions”, where the availability of industrial and commercial land has a real impact on development. However, the statistical results tend to show that the effective impact remains limited. In reality, it would appear that the profile of these regions is adapted to the presence of activities which, like logistics, generate a limited amount of jobs and added value per surface unit. Thirdly, there are the “predominantly rural regions”, where the opening of land to urbanisation does not deliver the desired results. Indeed, our results indicate that the development agencies in these regions offer all the more land since the region is lagging behind in terms of development. This is unquestionably a case of ineffective land policies that require readjustment. In reality, these policies ignore the fact that the availability of land is not a sufficient condition for economic growth and job creation.

The third part of the presentation will investigate the impact of land prices on company property costs. This part of the research is based on accounting data of 469 firms active in Belgium. Results show that their property costs are rather low. On average, they represent 1.5% of all their operational costs and 6.5% of their added-values. By contrast, labour costs are eight times higher! These results tend to invalidate the hypothesis that low land prices are a key determinant of regional development. Although, property costs are highly dependent on both, the business sector and the size of firms. For instance, logistic companies have the highest relative property costs; they represent 5.1% of all operational costs and 9.9% of their added-values. Similar figures are found for small firms of various sectors, which tend to highlight the

fact that high land prices can have a negative impact on the development of small firms as well as on the development of the logistic sector.

As a final point, our conclusion will discuss the recommendation that economic land supply policies must be adapted according to both, the profile of the territories and the profile of the firms. Indeed, in metropolitan regions as well as in rural regions, land supply policies aiming to supply an important land supply at low price is probably inefficient from an economic standpoint. By contrast, economic development can be expected in intermediate regions with active land policies dedicated to land-intensive activities. Moreover, a specific attention should be paid to the land costs borne by small firms.

Measuring Advanced Producer Services in a Global CBD: Sydney 2001-2011

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The rise of advanced producer services as a driver of urban economies is inextricably linked to globalization (Taylor, 2011). In this study, we report on the concentration of advanced producer services in the CBD of Sydney, Australia's leading global city. This study is underpinned by the global city thesis that a global city's status is determined by its capacity to provide advanced producer services, and that the activities of these services tend to be concentrated in central business districts (CBD) (Sassen, 2001). This global city thesis, together with the information technology facilitated "space of flows" (Castells, 2000), has informed what might be called an "exogenous" approach that focuses on inter-city connectivity through globalised economic activities (Taylor, 2004). This exogenous approach has dominated the global city literature that maps out a global city network within which individual cities are interlinked, including Sydney (Taylor, 2004; Taylor et al., 2011; Taylor, et al., 2014;). Such studies have revealed Sydney's increasingly established position in the global city network, and its growing role as the gateway city of Australia's economy and an important urban node of the integrated global economy.

In this study, we take a different approach by employing an "endogenous" approach that focuses on the concentration of advanced producer services inside Sydney to offer a more localised and nuanced understanding of the city's global capacity. The findings inform an appreciation of the city's response to global economic forces and in particular an appreciation of how the planning system steers development forces into a mediation of private and public interest.

Empirically, the notion of a global Sydney is testified by a diversity of economic indicators. Sydney's rise as a global city has been reflected by its economic

restructuring towards global command and control functions, a burgeoning finance sector, and international economic connections (Searle, 1996); by its industrial shift from manufacturing to a post-industrial information economy (Fagan, 2000); and by the emergence of a knowledge-based economy and being a regional headquarters of multinationals, producer services, and financial services (Stein, 2002). Among these economic transformations, the prominent one is the financialisation of economic activities in Sydney (O'Neill & McGuirk, 2002, 2005). These transformations are most imprinted in the CBD area. The Sydney CBD has experienced a growing concentration of the knowledge-based economy in relation to its metropolitan region (Hu, 2012). This concentration is manifested in the formation of industry clusters, including advanced producer services and higher-order business (Searle & Pritchard, 2005), and multimedia industries (Searle & Valence, 2005). The concentration of these activities, and the recalibration of the city's response through strategic policy and development controls, has reshaped the land use in the Sydney CBD including growing space for amenity activities to support the business workforce (Hu, 2014).

This study builds upon but extends the existing global Sydney literature that has addressed Sydney's integration with the global economy and the financialization of its economic base. We measure the concentration of advanced producer services in the Sydney CBD in 2001-2011, and further dissect them by industry sectors (financial services, legal services, accountancy, management consultancy, media, and advertising) and by occupations (managers and professionals), utilising Australian Census 2001 and 2011 data structured by the Australian and New Zealand Standard Industrial Classification (ANZSIC) and by the Australian and New Zealand Standard Classification of Occupations (ANZSCO) respectively. We analyse the time-series changes and spatial shifts of these industry sectors and occupations to obtain a holistic picture as well as a detailed appreciation trends in advanced producer services allied to Sydney's growing role as a global city. The findings translate into a better understanding of the forces, impacts and governance implications of development processes in a global CBD at the beginning of the 21st century.

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Drivers, scope and limitations of financialized urban policy in less financialized economic contexts: the case of São Paulo's Casa Paulista Program

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Problem statement:

The critical urban literature concerned with the relationship between the growing dominance of financial capital in systems of production (i.e., financialization) and rising urban inequality has focused mostly on economies at the center of financialized global capitalism (i.e., US and Western Europe). In this context, it is argued that policy efforts to integrate property and financial markets (financialized urban policy) are positively associated to financial market's expansion, specifically, the expansion of secondary housing and commercial real estate mortgage markets (Aalbers 2008, Gotham 2006, 2009, Newman 2009) and city bonds (Weber 2002, 2010). Less attention has been given to similar processes occurring in countries and localities where financial markets are not fully developed and where a positive association between financialized urban policy and actual financial market's expansion is less clear. In these contexts, research is required in order to understand how do such policies relate to broader financialization dynamics occurring at the local, regional and national levels.

Project Objectives:

This research's general objective is to identify and describe the broader set of dynamics related to the design of financialized urban policy in urban environments outside the center of financialized global capitalism, where a positive association with financial market expansion is not clear. In the state of São Paulo, Brazil, a recently launched public private partnership (PPP) to develop affordable housing, the Casa Paulista Program (Casa Paulista PPP), is a case in point. In that country, penetration of financial capital into the real estate and housing sectors has been marked by limited

capital market expansion (Fix 2011, Royer 2009). Notwithstanding, Casa Paulista's original PPP model sought to leverage private financial capital for development of a large-scale affordable housing program. Policy objectives involved delivery and maintenance, for a twenty-year period, of ten thousand affordable housing units and associated urban infrastructure and facilities. Casa Paulista's original proposal was based on: (i) on-going real estate market's expansion in the region; (ii) recent transformations in the institutional and economic environments that lowered risk related to investment in residential and commercial real estate development, and, (iii) presence of an underutilized real estate stock in São Paulo's central region. It was assumed that such factors would attract global financial capital into the region and favor expansion of the local secondary mortgage market. However, overall market response pointed to Casa Paulista PPP imposing too much risk to private investors and developers. This was followed by the state altering the PPP scope in terms of project scale and volume of government's counterpart investment, while reliance on an expanding financial market remained unchallenged. This study draws from the critical literature on urban space production and finance to take a case study approach to the analysis of the drivers and motivations involved in the setting up of the Casa Paulista PPP model. The specific goals of this research are twofold: first, to understand how this model appears in Brazil's housing sector at this specific space and time, and second, to gather Casa Paulista's comprehensive scope, limitations and meaning. Specifically, this study asks: (i) what were the conditions for the appearance of Casa Paulista in its space and time; (ii) how did public and private agents of different scales perceive Casa Paulista's original design and affect its final model and; (iii) what were the outcomes of these changes?

Methodology:

Research methods are primarily qualitative. Field data was collected through in-depth interviews with representatives of Casa Paulista's interest groups between 2013 and 2015, as well as participant observations at public meetings. Secondary data sources included national, state and municipal-level legislation concerning economic restructuring, the PPP framework, and deregulation of housing and real estate sectors, project documents, and journal articles.

Findings:

Data analysis points to two main findings: first, Casa Paulista appears through two interdependent dynamics: the municipal government's efforts to attract private capital to the city of São Paulo's central region through property led development strategies, and the state government's effort to extend its privatization policy to the affordable housing sector. None of these dynamics specifically address affordable housing needs in São Paulo's central region. In other words, Casa Paulista's housing policy objectives have less to do with addressing affordable housing needs in São Paulo's central region and more to do with advancing São Paulo state government's broader housing policy and privatization goals. It is argued that Casa Paulista increases the risk associated to affordable housing production in São Paulo's central region. Second, while propagating the idea that affordable housing development can only be realized through greater private participation, Casa Paulista relies mostly on public funding. Implications about this finding, which is in line with the recent Brazilian literature (Eloy 2013, Royer 2009), are discussed. This study enhances understanding of the nature, scope and limitations of financialized housing policy in São Paulo and Brazil. Moreover, it contributes to the international critical urban literature concerned with the relationship between financialization and urban space production in different economic contexts.

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The *my house my life* program in the ABC region of metropolitan São Paulo.

From crisis to opportunity for rethinking progressive urban reform in Brazil?

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The setting of this paper is the rise and fall of what we will label as **“progressive” developmental housing finance** through the so-called *My House My Life Program* (MHML), which was launched by the Brazilian federal government as one of its flagship programs in 2009 in the midst of the international subprime crisis and became object of increasing criticism. Recent federal austerity measures have only increased uncertainties regarding the size and scope of the third phase of the program that was launched in September 2015.

After a brief description of the program’s anti-cyclical character and its overall design (subsidies and price ceilings structured around three target groups; the role of private developers in the two low-medium income segments (target group 2 and 3, respectively) and local governments in the third low-income segment – target group 1), we will provide a **synthesis of the critical national research** that has been undertaken on the program (Cardoso, 2013; Rolnik et. al., 2015; Ferreira, 2012). The latter has emphasized that MHML has been disconnected from the national low-income housing policy that had been discussed and approved earlier on. As such, the housing units that have been produced were mismatched with the objective of reducing the overall housing deficit and its regional distribution over the country (producing an excessive number of units in regions with a low housing deficit and vice versa). Moreover, evaluations have stressed the peripheral location of units, particularly in smaller cities, and the lack of architectural quality of projects. Finally, the program seemed to have hollowed out the pillars of *Urban Reform* itself (Klink &

Denaldi, 2015), based on participatory master planning and the application of redistributive planning instruments aimed at increasing the leverage of municipalities over speculative land and real estate markets. The research has argued that the *private sector enabling* approach of the program effectively aggravated the regulatory deficiency of municipalities and has not contained the escalating land and housing prices in cities.

In a subsequent section we then evaluate the ***Program's impact in the ABC-region***, a subset of ***seven industrial cities in the industrial heartland of metropolitan São Paulo***. Our analysis shows a series of differences and similarities with national evaluations. First, the lack of accessibility to urban infrastructure and services and the peripheral location of units, highlighted in much of the national evaluations *in smaller cities*, is relativized considering the improvements -through infrastructure and slum upgrading – that have occurred in the outskirts of larger city-regions since the mid-1980s-1990s such as the ABC region itself. The latter has built up a considerable track record in slum upgrading and (self-help) housing project since the mid-1980s. On the other hand, while data on real estate and land markets point out that these have been overheated since the mid 2000s, the launch of MHML has only aggravated the price escalation, which has also not been contained by (sporadic) application of redistributive-land market and urban planning instruments in the region. Consequently, and in the second place, MHML has not been able to reach out to its relatively more affluent low-medium income target groups (groups 2 and 3) that are supposed to be attended by private developers. Price escalation has provided developers with incentives to sell units to up-markets segments out of the subsidy range of the program. In effect, about half of the 12.000 units that were initially designed to the low-medium target groups 2 and 3 were eventually sold to up-market segments. Finally, and similar to national research, target group 1 projects (where local governments perform an active role in the assembly of land and infrastructure in

order to make projects viable) are also underperforming but the regional figures have been improving gradually (from 13,7% in 2010 to 72% in 2014).¹

On the basis of the foregoing, we then argue that national evaluation research on the Program has reached ***the end of a cycle*** in terms of generating and disseminating new knowledge. Much of the underlying work has taken for granted the capacity of the state to target its subsidies and to mould price formation and market actors into the desirable directions. At the same time, the surprising dissemination ***of the model*** that underpinned much of post-1994 Brazilian housing and urban development policy in general, and of price and subsidy guidelines and the dynamics of price formation in the finance and real estate complex in particular, have been under-researched. Both conventional (market friendly) economists and progressive planners have (un)consciously contributed to the ***“performativity”*** of this orthodox representation of housing markets and finance in terms of demand and supply, and of user and asset markets for housing/urban development as perfect mirrors (Dipasquale & Wheaton, 1996). Ironically, and despite of its deficiency in terms of assumptions and predictions, this model has been highly successful in both progressive-redistributive minded circles and market friendly policy networks in grounding the contradictory and state-driven Brazilian post-national developmental housing finance. In that sense, MHML itself could be interpreted as another element in the trajectory of the “economizing constitution” (Henrikson, 2009) of this system.

In the concluding section we argue then that the crisis of the MHML program provides ***perspectives for the construction of a new agenda*** that articulates critical reflection and transformative praxis, including on the future direction of programs such as MHML and its relation with housing and urban development policies. We suggest that under-researched issues are (i) who are the agents – the “economizers”- that helped to circulate -nationally and internationally- the model that underpinned post-developmental housing and urban developmental policies in

¹ The latter could be interpreted as a normal pattern in light of the increasing complexity and lengthy administrative procedures associated with projects characterized by relatively more involvement of local governments.

general and MHML in particular in Brazil)?; (ii) what are alternative representations in terms of housing and urban development markets and policies that are more in line with political economy inspired interpretations of financialization and capitalization as power and conflict (based on regulation theory and critical performativity studies on finance and capitalization, among others); and (iii) how can these alternative models and representations help in designing a different housing and urban development policy in Brazil?

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Earthquake reconstruction and disaster fix in Talca, Chile

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The earthquake on February 27, 2010 (27F) in Chile had a magnitude of 8.8 on the Richter scale and VIII on the Mercalli. The earthquake and the subsequent tsunami caused the deaths of over 500 people and devastated much of central Chile, the area where the majority of the country's population lives. In a country where the urban population accounts for approximately 90% of the population, the cities of this area became the epicenter of the devastation.

Talca, an intermediate city in this area of Chile, was negatively impacted both by the earthquake and the ensuing reconstruction process, whereby the preexisting neoliberal developmental regime was maintained. The earthquake left more than half of Talca's downtown homes destroyed or badly damaged. Reconstruction policies, meanwhile, have facilitated the expansion of real estate dynamics in the city selectively producing sprawling, gentrifying, and rapidly deteriorating neighborhoods. Many urban poor residents have been either forced or bought out from their neighborhoods and relocated to remote areas where employment, public transportation, and basic services are limited. Through collective action, the community has resisted these changes, both in visible ways—holding public demonstrations, producing an alternative master plan, and demanding the reconstruction of public buildings—and in less conspicuous ways—devising new creative ways of using state subsidies or discarding them to rely instead on the self-management culture that originated their neighborhoods. Today, the disaster effects linger in Talca morphing into worrisome development trends. This article analyzes the dynamics that have led to these conditions and the alternative community development initiatives that could have allowed Talca to redevelop in more sustainable and equitable ways, had them been more extensively supported by the state.

We suggest that Talca has suffered a 'double whammy': one with the

earthquake, and the other, which could have been avoided—and still can to a certain extent—with the acceleration and intensification of a model of neoliberal urbanism (Peck, Theodore, and Brenner, 2009) maintained as ‘inevitable’ to respond to the crisis. As counterpoint, we analyze examples of some community-driven interventions in housing and reconstruction planning that repealed the notion of the inevitability of neoliberalism in order to respond to disasters: the cases of the community-based Reconstruction Plan for Talca, the inclusionary housing project Los Maitenes, and the reconstruction of public buildings that had been targeted for removal and/or concessions. These examples show that it is possible to develop design and planning models where the needs of the inhabitants of Talca are better served, the benefits of investments more fairly distributed, and the public-private-community partnerships more just. We identify how the disaster enabled a variety of actors to advance their aims—including private developers, the state (local and national, and within them, different agencies) and, albeit not as comprehensively as it could have been, some citizens. The experiences in Talca revealed that only with active citizen organization after disaster did positive outcomes result, when they invested in cross-sectorial coalition building (including professional, academic, and real estate businesses), training in technical and political skills for engagement, place-based proposal-making, multi-scalar solidarity, and media savvy. They also demonstrated that the flexibility and collaboration of the state are necessary elements to mediate market forces and produce more sustainable and just projects within neoliberal frameworks.

This study builds on more than 5 years of ongoing academic and advocacy involvement in Talca’s reconstruction after the earthquake¹. It also builds on site visits around Talca, participant observation in reconstruction planning, focus groups, and interviews conducted with representatives of the Ministry of Housing and Urbanism MINVU, Maule’s Regional Housing Authority SERVIU, the local NGO Surmaule, other

¹ Particularly with the NGO Surmaule, which developed a permanent work supporting landless victims in Talca. It collaborated in the creation of the first housing committees and promoted community building processes in the neighborhoods most affected. Furthermore, it generated multiple spaces for debate on the reconstruction process integrating lay people and academics.

NGOs and community groups, and multidisciplinary academics (historians, sociologists, urban studies scholars, planners, and architects) from Universidad Católica del Maule in Talca and Universidad Católica in Santiago. We also performed in-depth site and community surveys in Talca's central neighborhoods, as well as geospatial mapping and analysis of academic, governmental, professional, media, and NGO literature related to the reconstruction process in Talca and Chile.

Evolution of Chinese ghost city: paradigm shift or vicious cycle? The case of Changzhou

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Since 2010 several Chinese cities have been labeled as "Ghost cities" because of the high vacancy rate in commercial housing. Although each ghost city has its own circumstances, we can still identify some common ground. Most of these cities are third-tier cities of which the local economy is heavily dependent on real estate development. However, the attractiveness of these cities is not comparable to first-and second-tier cities in terms of job opportunities, income level and public service. This paper examines the evolution of one of the ghost cities-Changzhou during the last decade. Changzhou is a third-tier city located at the heart of the Yangtze River Delta and the last decade is a critical period of the formation and transformation of the phenomena. The objective of this research is first to comprehend the formation of ghost city and then to analyze the possible scenarios of future transformation of ghost city.

Based on existing literature and our field work in Changzhou, we attempt to explore the forming process of ghost city which is closely related to the macroeconomic context, the urban governance pattern and the city planning. These three elements interweaved and contribute jointly to the phenomenon.

First, the macroeconomic context of last decade is conducive for the development of real estate sector in Chinese cities. In 2003, a state Council circular letter marked a turning point in real estate development in China. The letter proclaimed that the real estate sector constituted 'the pillar industry of the national economy' and that 'commercial housing was designated as the type of housing available for the majority of urban households' (State Council, 2003). Consequently, in Changzhou, like in other Chinese cities, the local real estate market became prosperous with the dramatic increase both in the value of investment and housing prices until the global crisis of 2008. Despite the short decline between 2008 and 2009, the market was

booming again due to the intervention of both national and local governments. As a result, a new round of commercial housing development took place in Changzhou. The investment real estate development of the city increased by 46% from 2009 to 2010. In 2010, per capita housing area of urban residents reached 34.7 square meter in Changzhou and the homeownership was more than 90%. At the same time, as a third-tier city, Changzhou does not have important speculative demands. The housing supply has gradually exceeded the housing demand of local urban population.

Second, the massive investment in real estate sector can be attributed to the pro-growth pattern of urban governance. During the last decade, economic growth remains the central concern of local governments, because the political existence and advancement of local governors are still determined by the central state according to their performance which has been largely measured by economic growth rates and urban physical changes (Zhu, 2005). Thus, the priority has been given to the urban and housing policies supporting economic growth. Under this pattern of urban governance, a market mechanism combines with strong government control in Chinese cities. The government functions as active market agent in its own right. In the case of Changzhou, the real estate market is seemed as the driving force of local economy. By using its institutional forces, the local government is deeply involved in the "control and adjustment " of local real estate market so as to ensure its stability and prosperity. Once the market shows the signs of decline, the local government will take measures like housing purchase allowance to improve the situation.

Third, the city planning model based on new district creation is problematic. In the case of Changzhou, the ghost city phenomenon appears mostly in its new districts in the south and north of the city core. Indeed, the planning of new district is a common way of Chinese third-tier cities to promote the urbanization process. The underlying cause of this city planning model is the land-based public finance. After the tax sharing reform in 1994, municipal governments are allowed to own the revenue derived from land lease transaction to meet ongoing public expenditure. Since then, the financing of urban infrastructure and facilities has deeply depended on this revenue which accounts for a substantial share of municipal governments' total revenue. Thus, local officials are enthusiastic about urban expansion which transforms collectively owned

rural land into state-owned urban land and bring revenue once leased to developers (Wu, 2007). In recent years, China's local-government debt has piled up and reached a high level. To some extent, this debt problem has boosted the urban expansion which is supposed to bring more revenue to local government.

After having a better understanding of the forming process and reasoning of ghost city, we can analyze the possible scenarios of future transformation of ghost city. In 2014, China's State Council released the "National New-type Urbanization Plan", which aimed to transform the land-centered and investment-centered urbanization into an human-centered one. In this context, Changzhou has slowed down the land use right transaction and suggested the combination of industry and city (Chancheng ronghe) as planning strategy to balance the industrial and residential land use of the city. However, if the evaluation of local governors centered on economic growth rate and the land-based public finance are not to be reformed, the paradigm shift is unrealistic. The ghost cities can hardly break the vicious cycle in the near future.

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Greek cities in the era of economic recession and crisis; analysing business demography and portraying the emerging new urban landscapes

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Shrinkage is usually discussed under the label of "urban decline", implying various changes in the spatial organization of urban areas (Lever 1993) and has been seen through the lens of uneven economic development and the underlying dynamics of territorial division of labor (Haase, Haase et al. 2012) or as a result of demographic changes. Urban shrinkage is described as a phenomenon which results from interactions of various local macro – processes (Moss 2008). These macro-processes include economic or demographic developments, environmental risks and changes in the political or administrative system. As main causes of urban shrinkage can be defined (Pallagst, Aber et al. 2009), (Gospodini 2013): suburbanization leading to the depression of the city centers and inner city areas – i.e., flight of people and jobs from the inner city areas towards urban periphery and exurban space, economic transformations, economic restructuring – e.g. a shift from state economy to market economy as in the former socialist countries of Eastern Europe, demographics as well economic and political immigrant settlement-patterns and economic crisis due to forces of globalization and other structural reasons – e.g. the recent economic crisis in Greece, Ireland, and Portugal.

Current procedures defining the shrinkage arising through the decline of traditional industries, the overall economic crisis, unemployment rates and by the population migration rates in other prosperous regions. Moreover, processes of suburbanization are responsible for citizens' choice to leave their home. As a result, the average age of the rest of the population rises rapidly and a wider demographic decline happens instantly (Nuissl and Rink 2005). Population decline has impact on business and employment, the available housing estate, social and technical infrastructure, social cohesion and other aspects of urban life.

Urban shrinkage leads to a configuration and reconfiguration of land uses. On the one hand shrinkage creates vacant spaces and reduces cohesion in neighborhoods affected and on the other hand allows the reallocation of households according to their current housing preferences based on low local land and house prices in specific areas. Urban shrinkage has the power to affect the quality of citizens' life by feeding the decline (and additional population movement) or revive of urban areas (Kabisch, Haase et al. 2010).

Population change index appears as the main index for measuring urban shrinkage since all causes and effects of this phenomenon are usually associated with population growth. Even though urban shrinkage refers mainly to a specific symptom, population decline, a wide variety of procedures and causes are behind it. Greece provides rich source of data for studying this phenomenon, in particular the population dimension, due to the economic crisis (placed in 2008 but perceived at least two years later) and the procedures that led much earlier to this.

Since 2009 economic recession and crisis has entailed decline and closing of small businesses, reduction of job offers, outmigration flows and population decrease in Greek cities. As a result, urban shrinkage shapes new landscapes in Greek cities. Reflecting a situation more or less in common with other cities in south Europe, Greek cities have been showing signs of shrinkage rooted in new socio-economic conditions: Intense economic recession and the dramatic decline of the number of small businesses, have given rise to outmigration flows and demographic shrinkage in city centres, as well as intensive business mobility and relocation within city centres.

This paper aims at analyzing, surveying and mapping changes in the business demography due to shrinkage; and it attempts a typological classification of the emerging urban landscapes caused by shrinkage. For these purposes, the paper introduces (a) tools of demographic analysis and spatial indexes and (b) a systematic record of change in small business demography (2008-2014) in Larissa - a typical medium-sized city. Analysis uses data from the Greek Ministry of Finance – The General Secretariat of Information Systems. Survey and mapping are based on a) the type of economic activity of businesses and b) their mobility and relocation patterns within the city centres. The research outcome is then used for setting up a typology of new business landscapes in Greece cities under the conditions of recession and crisis.

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Towards a new integrative planning model for sustainable development - the case of Poland

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Poland, like other former Communist countries by changing political system and accepting market economy, has deregulated and dismantled control system of physical development in conjunction with the physical planning. As a consequence of the liberal doctrines and global pressure and speculation, land-use planning in Poland has been discredited. Physical Planning is optional. New buildings sites are not sufficiently linked to the responsibility of infrastructure financing by its direct users. Land value generated in the processes of planning and by building the infrastructure is taken over almost all by private sector. The faulty system of planning has accelerated urban sprawl and spatial chaos. In country sites and rural areas we have transfer the land for construction sites up to 60 million people (while Poland has 38.5 million inhabitants). In master plans (called the study of condition and spatial development direction not having the status of local by law) researchers estimated that local authorities have foreseen the land to be transferred for construction purposes for more than 180 to 220 million people.

Poland is looking for a new model of effective spatial planning and territorial development. The separately functioning system of public economic development planning leads to the emergence of a natural contradiction in proceeding and implementing between the sphere of economic and spatial planning. In the face of a lack of consistent methods and the complexity of the analysed processes, these discrepancies are even greater. Socioeconomic planning develops along its own course. Spatial issues are considered marginal, often seen as inconvenient determinants or even obstacles. Spatial factors are treated as variables that complicate forecasting models of development processes and, therefore, are readily ignored in forecasts. Hope lies in the integrated approach to the public planning for the regional and local development. Under the influence of the EU and its funds Poland has

developed relatively well the system of local development strategies and is on the way to develop a new integrated approach to development planning. However the most important challenges and dilemmas related to the reform of the planning are still to be undertaken.

In the paper the author presents the theoretical and practical course of action related with integrative plans and planning. It is the result of the work of the team of practitioners and researchers working at the Polish Academy of Sciences and City Planning Association under the leadership of the author. The fundamental question arises **whether** the integration of planning in terms of procedure will be a satisfactory solution **or** whether it is necessary to integrate the plans? How to ensure greater efficiency of both approaches in formal and legal terms? It is not only the matter of holistic and integrative thinking in specialised planning and spatial planning, but the creation of an integrative system of planning and plans relevant to the modern characteristics of the economy. It should be emphasised that it is about the introduction of integrated plans into the development policy, not just the promotion of integrative planning procedures.

Besides the specific recommendations and models for integrative plans and planning for Poland's situation, some more general conclusions are also formulated. For example, assuming that the implementation of the development policy will be based on the concept of territorial cohesion, territorial capital, in which support for endogenous assets is an integral part the implementation of this policy in functional areas should be commenced. Maintaining the dichotomic system of socioeconomic and spatial development plans particularly in functional areas will be contrary to the idea of the territorial capital development, i.e. the need to coordinate projects and to network functions in conjunction with spatial land development relevant to new needs.

Each integrated plan must include the so-called binding principles related to the protection of public interests in relation to specific functional and problem areas. Due to the fact that spatial planning processes in integrative planning will continue to require the maintenance of their regulatory provisions, the introduction of integrative development planning of a territorial unit into practice must be also done through legislation acts. Integrating socioeconomic planning with spatial planning requires the

focus on key issues, i.e. the issues that have real significance to create changes leaving other matters to the market forces.

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Economic crisis and public policy responses: the role of spatial planning

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Introduction

This paper discusses the recent economic crisis and its connections with public policies, focusing on the importance of (spatial) planning for economic development. The objective is to analyse critically the recent responses of policy makers to the current crisis and its spatial impacts, discussing, in this context, the limits and the potential of regional policies of contributing to the recovery of economic growth and to the mitigation of the effects of crisis.

The methodology is based on literature review, with both theoretical and empirical emphasis, and also in data collecting of several countries and regions, focusing on income and GDP's performance in the last decades. The paper is divided in three sections, introduction and conclusion.

Section 2, “Economic crisis, the response of policy makers and spatial impacts: the geographies of austerity” discusses the arising of current crisis, the reaction of governments and policy-makers by implementing fiscal austerity policies, and the spatial diversity of the impacts.

The current crisis started after a remarkable period of global economic growth. From early 1990's to 2007 several economies experienced a significant economic expansion. Since 2007, however, the world economy has been facing an intense economic crisis, with the decrease of economic growth, rise of unemployment, getting worse the public debts, and decline of welfare.

After showing some data, and based on various authors, we argue that the current crisis is partially caused by the reduction of the economic role played by the State. On one hand, public spending and investment have been giving place to contractionary fiscal policy; on the other hand, the downsizing of the State and a more

flexible regulation of economic activity have been adopted, mainly in the financial sector. So, during the period of economic prosperity, a great deal of countries downsized their State, based on the idea that free markets organize better the economic activity. Then, we can argue that the current crisis is, at least in part, due to a lack of State and planning.

After crisis arose, instead of perceiving the role of market-based reforms in causing crisis, many economists and politicians have been arguing that contractionary policies are the only way to recovery economic growth. So they are defending the deepening of market-oriented measures and they are applying policies of austerity, arguing that these measures will contribute to correct government debt problems and, then, drive the economy towards a trajectory of sustainable growth.

Kitson et al. (2011) have shown that the global economy has moved “from boom to bust” and “from bust to austerity”. The authors highlighted that “a common response has also emerged, namely new politics of austerity” (p. 292). These politics include major cuts and reductions in public spending in all levels of government, national and local. Undoubtedly, the impacts of these measures have a spatial diversity: the poorer countries and regions tend to suffer greater and more negative effects. This fact is clear in Europe, as the mentioned authors showed, but data of other places indicate that it tends to occur over the world.

In section 3, “National growth, regional inequalities and spatial policies: theoretical connections”, the relation between national growth, regional inequalities, and spatial policies is examined, mainly in a theoretical perspective. In theoretical literature concerning these themes, two approaches may be distinguished.

In the first approach, there are those who see the economic development as a process trending to equilibrium, in which initial regional inequalities are transitory and tend to reduce automatically over time. In this perspective, there is a “trade-off” between national growth and regional disparities and, consequently, regional policies aimed at reducing inequalities may cause decrease of national growth. The first approach is based on the neoclassical (exogenous) growth theory and new (endogenous) growth theory, and constitutes an orthodox perspective, corresponding with a free market view.

In the second approach, there are those to whom the economic development is a spatial uneven process, in which regional inequalities are self-reinforcing and, without policy intervention, tend to become larger over time, consequently limiting the national economic growth, efficiency and welfare. They assume a redistributive perspective, searching for spatial rebalancing and social equalization. Accordingly, they propose active overall public policies conducted by the State, including those aiming to reduce regional inequalities. The second approach consists in a heterodox perspective, mainly influenced by the Keynesian growth theory and by the “principle of circular and cumulative causation”, with emphasis on the polarization and backwash effects (Gardiner et al., 2011; Pike et al., 2012; Garretsen et al., 2013).

Section 4, “Planning for the crisis recovery, economic development and welfare: the role of the (new) regional policies” debates the role of spatial planning, especially regional policies, can play in contributing to mitigate crisis effects and to recover economic development in regions and countries affected by economic crisis. The empirical and theoretical analysis in the former sections allows the statement of three topics in this issue.

Firstly, given the extension and the deep of current crisis, as well as the negative impacts of market-based and austerity policies established in response to the crises, planning for the crisis recovery must involve the change of the direction and the perspective of public policy into a more State-based and active course.

Second, since these impacts are spatially distinct, the response must to incorporate spatial diversity, aiming to reduce regional inequality and to enhance poorer and lagged regions’ recovery. Accordingly with the heterodox approach, spatial planning can play an important role to interrupt the circular and cumulative causation and to reduce regional inequalities, consequently improving national economic growth, what is particularly significant at this moment.

Third, by contributing to recover economic activity and to reduce regional inequalities, these policies are helping to build the bases for a broader and comprehensive development process, which includes social equality and spatial justice, with community participation.

Therefore, based on theoretical and empirical arguments, we defend (new) spatial planning, especially policies which aim to reduce regional inequalities, as a way to contribute to recovery growth and to mitigate current crisis effects

Concluding remarks

The main results and contributions of the paper may be summarised in these topics:

1. Current crisis is partially caused by a lack of State and planning;
2. The response of policy makers are mostly in the wrong direction of austerity, which tends to reinforce crisis effects and to cause spatially distinguished impacts, amplifying regional inequalities;
3. Accordingly with heterodox theoretical approaches, alternative public policies, centred on the State capacity of investment and coordination, contribute to improve economic growth. In this perspective, spatial planning and regional policies can constitute in a way to amplify the efficiency and the growth of national economic activity;
4. In recent context, spatial planning, particularly regional policies, can play an important role to: a) mitigate crisis effects; b) contribute to economic growth recovery, principally in poorer regions; c) contribute to build the basis for a broader development process;

Market-led and market-critical approaches to urban planning in the city of Porto Alegre

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Porto Alegre, the southernmost capital of Brazil, has experienced considerable changes in terms of its agenda in urban planning during the recent decades. The city is worldwide known for the pioneer experience of the Participatory Budget and for hosting many editions of the World Social Forum. It recently hosted FIFA World Cup 2014 matches. In terms of urban planning policies, hosting a mega sports event opened up the opportunity to strengthen managerialism, and particularly, to introduce urban entrepreneurialism (Harvey, 1989) and city marketing strategies (Kotler, Haider, and Rein, 1994) to transform the city with the aim of competing in the Brazilian and Mercosul scenarios. Eighteen Large Urban Projects (LUPs) were conceived under this framework. Out of those, fourteen were related to urban mobility, two to stadia, and two to waterfront regeneration. However, it must be noted that, out of those eighteen LUPs, only twelve were related to the Responsibility Matrix. The other six, including one stadium and the waterfront regeneration projects, arose from the opportunity of investments that being a World Cup host city represents (Oliveira, 2013; Rovati, 2015).

During the process, different kinds of difficulties and resistances emerged, and not all LUPs have been implemented or completed so far.

In this paper, we are especially interested in discussing different hypotheses on the reasons why the several LUPs did not progress as expected. The research is based on official documentation, newspapers, municipality official website, and others. Many authors believe that LUPs are an important and necessary tool in the contemporary urban planning agenda (Borja, Castells, 2004; Busquets, 1995; Lecroart, Palisse, 2007; Acher, 1992; Avitable, 2005). However, others have a critical view on these policies, which are aligned with neoliberal approaches, stating that LUPs are only a tool that transforms the city into a commodity (Vainer, 2000). LUPs are rather an

intervention (Ferreira, 2010), and not a properly planned project to transform the city in a better place for its citizens live; it is the expression of urban planning based on outcomes (Sanchez, 2014).

In the case of Porto Alegre, three different kinds of market-led urban planning approaches, focused on “correcting inefficiencies while supporting market processes” (Brindley; Rydin; Stoker, 2004, p.9), were identified. Those categories are: trend planning, leverage planning, and private-management planning.

Trend planning represents a “head-on challenge to the existing regulative style, attempting to re-orientate it to a private-sector perspective” (Brindley; Rydin; Stoker, 2004, p.16). These authors believe it is an explicit introduction of market criteria into development control decision. Leverage planning is focused on stimulating the market; its essential ingredient is “the use of public-sector finance to stimulate a weak market and to release a greater volume of private-sector investments” (Brindley; Rydin; Stoker, 2004, p.20). In LUPs, in particular, this is related to public-private partnership practices, public investments on clearing sites, provision of urban infrastructure, and exempting the private sector from fees and taxes. This approach can be also related to an urban entrepreneurial approach. Finally, private-management planning consists in “handing over the management of the role renewal process to the private sector” (Brindley; Rydin; Stoker, 2004, p.23). According to those authors, this goes beyond leverage planning, as it “draws in not only private-sector financial resources, but also the managerial methods, skills, and experience of the provide sector” ” (Brindley; Rydin; Stoker, 2004, p.23).

Despite the efforts of the Municipality of Porto Alegre to put into practice this entire set of market-led strategies, the private sector has not invested as expected. Important LUPs have not been completed, including the two waterfront renewal projects, subway line 2, a couple of roads underpasses, and many others. There were multiple causes, such as no entrepreneurs interested in the biddings, underestimated budgets, resistance the projects by social movements, legal impediments, and lack in planning and management.

We formulate three hypotheses, which are not necessarily mutually exclusive. The first is related to a possible crisis in the market-led approach and in the neoliberal

model on transformation of the cities into “the golden path to the urban survival” (Harvey, 1989, p.10). The second hypothesis discusses the current impossibility of applying the global cities model (Sassen, 2010) to a peripheral city such as Porto Alegre. The third hypothesis considers the possibility of the emergence of a new urban planning approach based on a market-critical view.

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Policy-makers and “applied economic geographers”: the role of financial intermediaries in the making of Brazil’s Real Estate Investment Trusts

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Keywords: Financialization; property market; urban and regional development; real estate investment trusts; Brazil.

Over the past years, the rising importance of financial markets and financial investors in the production of the urban built environment has been recognized. However, far from being simply a global, exogenous process that produces all sorts of local outcomes, financialization of the urban built environment is as much national and local a process as a global one (Ahston et al., 2014; Attuyer and Halbert, forthcoming). Additionally, to describe this process as one driven exclusively by abstract financial market forces is misleading, given that the State has been in the front line of financialization by putting in place a suitable regulatory framework to encourage financial intermediation and financial investment (Gotham, 2006, 2014). With this in mind, some scholars have scrutinized the active role played by financial intermediaries in furthering financialization, often based on the proposition that the latter should not be viewed as simply a reformulation of the rent capitalization principle long theorized by authors such as David Harvey, but instead should be seen as the process whereby financial intermediaries pool capital from dispersed investors and channel it to activities where opportunities of accumulation are identified and future profits expected (Guironnet and Halbert, 2015). Financial intermediaries are here not simply passive actors that allocate capital in response to market signals, but actively redirect these capital flows in conformity to their own collectively produced representations and expectations and in interaction with existing systems of actors at city-regional level (Theurillat et al, 2012).

Recognizing these actors' importance in making financialization, we aim to analyze the role played by financial intermediaries in Brazil in (1) fabricating new strands of financialized assets by encouraging the implementation of policies and regulations that enable the creation and circulation of property-backed securities; and (2) in shaping, through their investment decisions, the effective content taken on by these somewhat malleable policies, as well as their potential effects on the city-regional developments. In foregrounding financial intermediaries as key in grasping financialization of the urban production we do not wish to imply that they alone shape cities and their spaces. Rather, they must be considered as increasingly important actors in a tangle of interacting local players – developers, landowners, urban planners, architects, municipal councils, and so forth – that together structure the organization of cities. As a consequence, they can both be considered as “applied economic geographers” (Lee, 2002:347) that contribute to format urban change, but also, in doing so, as *policy-makers*.

With this in view, we examine the role that a small group of financial intermediaries played in influencing the design and subsequently shaping the actual content of a policy centered on creation of real estate investment trusts (REITs). REITs were legally instituted as investment vehicles in Brazil in 1993, but they only experienced a decisive growth in number, asset ownership and market capitalization after 2009. This growth was preceded, however, by extensive interactions between financial intermediaries (intervening often through business organizations) and Brazil's capital market oversight agency (Comissão de Valores Mobiliários, or CVM) with a view to fine-tuning the regulatory framework that governs the creation and functioning of REITs. Relying on documents such as minutes of hearings, on press material, and on interviews conducted with concerned actors, this paper shows how, a decade down the road, a financial instrument initially planed to support the construction sector has been colonized by financial intermediaries. The latter have been influential in drawing up the key legal rulings that currently underpin the operation of REITs – most notably the 2008 CVM Ruling 472, which regulates the duties and roles to be undertaken by the different players of this market. However, the discussions involving regulatory authorities and financial market players, as well as the final draft of Ruling 472, had no

specification or targets regarding the urban outcomes of this new financial circuit. This empty-shell character of the regulatory framework leads us to a second part of the research that looks into how these financial intermediaries, in their day-to-day interactions in a tightly knit business community based in São Paulo, gave shape to this policy after 2009 through their business strategies and investment decisions. Benefiting from the abovementioned regulatory framework, as well as from parallel incentives that included tax exemptions for shareholders in REITs and the permission for pension funds to buy REITs shares, investment banks have been nimble in spotting apparently promising investment opportunities, setting up new REITs to explore such opportunities, and marketing these investment vehicles to well-off households. Indeed, from an average of less than BRL 500 million before 2009, the volume of REITs shares issued annually rose steadily to reach a peak of almost BRL 7 billion in 2013. More important to our aim, though, the proliferation of REITs highlights how these financial intermediaries defined the content of the policy by directing investment to certain types of assets and certain locations instead of others. Our research shows that investment managers have expressed a number of preferences in building up property portfolios that reflect their own perceptions of opportunity and risk. First, in terms of asset types, financial intermediaries have been shown to give priority to grade-A property (such as upper-end office high-rises) due to the diminished risk posed by their characteristic tenant – usually large corporations with steadier cash flow expectations. Second, even if investment opportunities exist outside the two economic hubs (São Paulo and Rio de Janeiro), investment managers have instead chosen to concentrate their property portfolio in selected areas within these two cities, a preference that stems both from the easiness of seeking new investment opportunities in an environment of everyday interactions with developers and end users; and, relatedly, from the perception of risk associated with far-away cities. As a key conclusion, it is noted that, although the policy was justified on the grounds that it could generate widespread benefits to the building industry as well as funding to firms that want to re-concentrate capital on their core business, its actual implementation by financial intermediaries has resulted in a highly concentrated pattern of investment (both in terms of asset type and location), with

important potential consequences for urban development (see Halbert et al., 2014 for a reflection on this).

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Resilient initiatives in Zanzibar - an application of resilience in Zanzibar

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Zanzibar is an island on the coast of Tanzania in Africa. Because of the unique location and culture background, Zanzibar in many aspects is totally different from developed countries. Nowadays, as tourism tends to be increasingly popular and the natural environment of Zanzibar is rich and unique, more and more visitors travel to Zanzibar. It results in the constant increasing profits from tourism in Zanzibar. The situation seems to be positive for local development, but it has led to a series of problems and potentially negative impact as well. For example, the GDP growth rates of hotels and restaurants fluctuated enormously from 2006 to 2010, respectively 9.2, 4.5, -0.5, 5.0 and 3.0, because of the economic crisis (Zanzibar Statistical Abstract, 2010). Therefore, resilience strategies are crucial in Zanzibar based on the current situation as well as the possible future problems. This essay tries to explain resilience strategies in the context of Zanzibar.



Picture 1 Status quo of Zanzibar – the wealth gap

In this essay, we explore the concept of resilience mainly from the aspects of local society and common economy in Zanzibar. Accordingly, the resilient initiatives centre on how systems accommodate and develop in changing circumstances, how to deal with potential risks, as well as how to make a better future for local citizens.

“Resilience”, according to Oxford dictionary (2014), it is about elasticity or toughness. However, in fact, different person understands resilience in different ways due to its dynamic notion. The resilient initiatives are trying to address problems of the singleness of tourism industry, which is to connect local residents with visitors in Zanzibar. As Petcou and Petrescu (2012) mentions that the resilient notion has the potential to involve issues and contradictions solve in the social ecology aspect. Moreover, the resilience in the society has to consider unique heritage, power, local traditions and democratic principles. In Zanzibar, the resilient systems should engage largest number of inhabitants rather than only focus on tourists and foreign investments. That is because the more citizens are involved, the more stable society would be. According to Vardy (n.d.), the role of an architect should be an agency, a co-manager, and an initiator to lead the social movement and make life better rather than as building designers. As Holloway (2006) advocated the movement against-and-beyond is a movement, which appears from day to day life. It can be seen that architects should lead for a dynamics of social self-determination rather than fighting for power. Therefore, in Zanzibar, we should rethink the assumptions where there are potential problems, how to lead a social movement to reduce the impact of the risks in future, and how to change citizens’ life in constant ways.

For Zanzibar, it needs to look at the long-term development of social resilience and common economy. Despite of the development of GDP from tourism, we analysed four main problems that were hidden behind the current development. The resilient initiatives aim at solving these problems and try to reduce the impact of risks in the future. Through these strategies, we try to focus on creating a self-organised network, reallocating market resources and enriching education. The initiatives focus on different groups of people and formed a complete system. They stand for the benefits of local citizens as well as visitors. They reform the social resilience, strengthen the democratic rights of local people and establish a more resilient way to develop local economy. They change the structure of tourism in Zanzibar, which shares both risks and benefits to locals and makes local economy more stretch and flexible. In this way, they can produce collective participation and local ecological cycles such as self-organised, self-management in the platform. It is a bottom-up framework because they make the grassroots be complementary for tourism. In all, the resilient initiatives are based on local conditions in Zanzibar, and trying to strengthen the economic structure and working for local people. It is essential to take resilience into consideration when designing a suitable urban plan especially as architects.

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Effect evaluation of the Pearl River Delta Region's industrial transformation and upgrading: An approach of Boston matrix and location quotient

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Keywords: the Pearl River Delta Region; industrial transformation and upgrading; value-added hierarchy; basic functional sector; total functional scale

The Pearl River Delta Region is one of most economically dynamic regions and the world famous manufacturing and export center in China. It has been affected seriously by the 2008 global financial crisis. In order to cope with the impact of the financial crisis and change the extensive pattern of economic development in the past, the Guangdong Provincial Government first proposed the policy of 'industrial transformation and upgrading' in 2008, and the Pearl River Delta Region has become the forefront of this programme since then.

There are two meanings for industrial transformation and upgrading: accomplishing the transformation and upgrading from processing manufacturing industry to advanced manufacturing industry; accomplishing the transformation and upgrading from industrial-based economy to service-based economy. For the transformation and upgrading manufacturing industry, there are three main aspects: first, the appreciation of traditional labor-intensive manufacturing through brand creation, technological innovation and management system innovation, product added value and competitiveness increase ; second, the development of capital-intensive manufacturing, such as petrochemical industry, automobile industry, shipbuilding industry, iron and steel industry, communications equipment industry; third, the transformation to technology-intensive manufacturing, such as electronic information technology, computer software, biomedicine, new materials and other high-tech

industries. In addition, modern service industry has become an important engine of a country or a region's economic growth. The proportion of service industry to GDP, is an important indicator determining a country or a region's economic development degree.

This paper is intended to examine the Achievements of industrial transformation and upgrading in the Pearl River Delta Region since 2008. In this context, nine cities in the Pearl River Delta Region are taken into account, including Guangzhou, Shenzhen, Foshan, Zhuhai, Dongguan, Zhongshan, Huizhou, Jiangmen and Zhaoqing. The 2008 and 2014 Guangdong Statistical Yearbook data are used to make quantitative analysis. Industries are classified into three main industries and subdivided into seven industry categories, including agriculture, labor-intensive manufacturing, capital-intensive manufacturing, technology-intensive manufacturing, other industries and construction industry, producer services, other services.

First, an approach of Boston matrix is used to analyse the proportion and growth of each industry category within the region. Industry categories are divided into four types according to their position in the Boston matrix: Strong industries, industries with high proportion and high growth rates; Mature industries, industries with high proportion but low growth rates; Emerging industries, industries with low proportion but high growth rates; Weak industries, industries with low proportion and low growth rates. The studies show that on the whole, proportion and growth of tertiary industry are significantly higher than that of secondary industry, which indicates that other services is the strong industry within the region, and the producer services is the emerging industry within the region. As for the manufacturing industry, proportion and growth of the labor-intensive manufacturing decrease, while proportion of capital-intensive manufacturing and technology-intensive manufacturing gradually increase, and have higher growth rate compared to the labor-intensive manufacturing. Thus, labor-intensive manufacturing is a weak industry, capital-intensive manufacturing tends to develop into an emerging industry, and technology intensive manufacturing is a mature industry. However, situations differ in each city.

Second, an approach of location quotient is used to analyse the spatio-temporal evolution and the total functional scale of the basic functional sector of each city in the

region. The results prove that hierarchical division of functions inside the Pearl River Delta city of differentiation is more obvious from 2008 to 2014, showing a clear gradient pattern, but the transformation and upgrading of a city's basic functional sector is not equivalent to the increase of a city's total functional scale. Judging from the current situation, even though a city was going through industrial transformation and upgrading, its total functional scale can still rank rearward.

The conclusion can be drawn that the Pearl River Delta Region's industrial transformation and upgrading has achieved certain success since 2008. The goal of transforming from processing manufacturing industry to advanced manufacturing industry and transforming from industrial-based economy to service-based economy have basically been realized. However, higher value-added hierarchy of a city's basic functional sector is not equivalent to larger total functional scale. That is to say, currently the economic benefit of the Pearl River Delta Region's industrial transformation and upgrading has not yet appeared. The Pearl River Delta Region still need to go through a very long process of development to accomplish converting from the 'transformation' of industry category to the 'upgrading' of economic scale

Territorial planning of Africa globalized cities: the informality interference in the metropolisation process of Luanda city

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The rise of precarious megacities in the developing countries in Africa, due to the continuous and rapid population growth, constitutes the most common approach to contemporary territorial planning (Davis, 2013) and (RIBEIRO, 2010). The informality generalization, the socio space conflicts, the aggravation of social inequality and urban poverty of these cities Santos (2004), inserted in the capitalist system of production and global consumption (Harvey, 2006) characterize the factors of a paradoxical rationality of these territories classified by its own logic, as large metropolis. As shown in the following, image (Figure - 1).

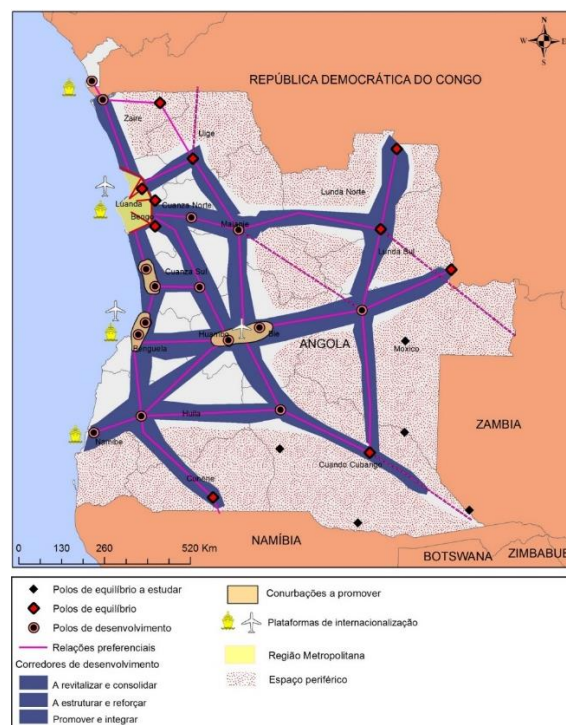


Figure 1 - territorial development strategy

Source: www.mapmaker.com. Preparation of the author. Adapted from the territorial development strategy image of the National Development Plan 2013-2017.

This figure is a synthesis which certifies that Luanda, capital of Angola, is not out of the described reality and it was currently considered by the National Development Plan 2013-2017 as a metropolitan area, figure-1 (PND, 2012). However, to the Angolan capital, recently out of a prolonged war situation, informality is presented as the most common and everyday feature of its urban conformation. Be in mobility, housing, or in the various labor relations (LOPES, 2004).

This work is dedicated to study the process of becoming cities of Luanda, analyzing the state's legal structures relation (through the National Development Plan), with the endogenous structural elements of socio-spatial dynamics of informality. For this analysis, we used the empirical and theoretical research / literature. In addition, there was the use of geo-referenced data for iconographic production and modes of analysis to understand the metropolitan phenomenon's of expansion.

Its expected that this approach will contribute to the formation of new paradigms in the analysis and understanding of the informality phenomenon and its importance in the territorial conformation of African metropolises. For such, it shall be deemed to be quite focused on some keys elements of great importance in the production and structuring of the metropolis, namely; the use and occupation of land, migration, increasing activities informal services and its implications in the territory extending, as well as the precariousness of life and social space inhabited (RIBEIRO, 2010).

Finally, try to understand the impact and the influence of the relations effects between China and Angola in this territory within the trade. Since China is currently the largest economic partner of Angola (ROCHA, 2014), mainly due to national reconstruction task. It is important to

Emphasize here that the large trade is based on oil supply - higher financial income of the country, which Angola is totally dependent- in exchange for hefty financial credit lines (ROCHA, 2010). Currently, in this respect, China has assumed a dominant role and Angola has with this, a relationship of dependency and a certain neocolonial condition. On the other hand, the relation with China, has serious

implications to Angola. Not only by improving their physical infrastructure, but mainly in social disintegration.

The metropolis is a process that changes the territory. Is the density, the complexity of labor division, or the problems that extend the municipalities boundaries. For Luanda, the process of metropolisation was not really a result of the action of a territorial planning on a national project (CASTRO, 2015). Rather, it appears that the demands of socio-spatial dynamics have created conditions for the expansion of peripheral urban fabric, the conurbations, leading to the emergence of cities.

In the capital of Angola, as well as in most large African cities, the State's position as a major player in the regulation of economic and socio-spatial production processes is constant controversy. Despite their dependence on central countries, does not notice the political will in fact aimed at the state's interest in equal territorial development and tackle social problems and urban precariousness (ROCHA, 2014). Moreover, what we see is a constant mobility of public / political agents between informal activities, given its fiscal invisibility. Facilitating this way an individual enrichment over the majority. That is, the maintenance of informal is the state logic that is local elite formed from wars process (Soto, 1987).

These elites are part of the government and rely, according to de Soto (1987) - when referring to the countries of the Third World-, personal enrichment, is consuming and are not interested in improving the metropolis quality life's situation. Therefore, you can live outside the country (ROCHA, 2014). The Angolan State is based on the patrimonial practice; which on one hand can be explained from their colonial heritage. For a list of the elites, which also constitute the State, it is only in the country's wealth extraction. It is for this reason that the metropolitan development is increasingly short of the majority population. The reflections that we bring, do not just ask for the existence of plans in the process of becoming cities. But to examine what are these plans? Who makes them? And what is the distance between the plans and the application of these?

Finally, we are led to consider that the length of the state in dealing with issues related to social life, contributed to a major regional imbalance in the country where Luanda appears as a real case of urban and informal macrocephaly.

According to the studies, it is concluded that; the sequence of events that permeated the history of Luanda, as well as many cities in the globalized Africa, contributed to the emergence of informal activities and services such as transport and land use occupation. On the other side, there was a large population growth and the increasing precariousness of urban space, given the unpreparedness structural, political and social infrastructure (DEVELOPMENT WORKSHOP, 2005), not only in Luanda, but generally the African cities that share the same difficulties.

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Planning with capital markets: financial intermediaries' investment standards and the political economy of urban production in the French commercial real estate sector

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The financial infrastructure underpinning the production of contemporary city-regions is transformed as financial intermediaries that pool economic agents' savings and allocate them between various types of assets are gaining importance (Froud, Johal, & Williams, 2002 on coupon pool capitalism). Traditional savings-to-loans banking intermediation is thus partly giving way to the financial re-intermediation realized by the financial intermediaries active on capital markets. As other economic activities, the urban built environment is affected by this evolution: financial intermediaries find in a growing number of urban actors (households, municipalities, development companies...) and urban objects (land, buildings, highways, bridges, airports, sewers, photovoltaic panels...) investment opportunities that offer promises of future income streams (Leyshon & Thrift, 2007). By bundling them in 'alternative investments portfolios' (Torrance, 2008), and trading them publicly or over-the-counter, these financial intermediaries contribute to transform urban assets into financial commodities and financial subjects (Martin, 2002).

This evolution in the financial infrastructure has sparked several researches that look at how financial re-intermediation affects the production of the urban built environment (see Attuyer and Halbert, forthcoming). A key result is that, whether the local planning authorities welcome such financial intermediaries, negotiate the conditions of their investments, or even attempt to resist to them, they are always confronted to what appear to be financial intermediaries' investments standards (David & Halbert, 2014; Guironnet, Attuyer, & Halbert, 2015; Theurillat & Crevoisier, 2014)(Theurillat et al., 2013; David and Louise, 2014; Guironnet et al., 2015).

Such ‘investment standards’ are explained differently by various schools of thoughts. In neoclassic-inspired accounts, financial intermediaries do not hold any agency: they are believed to merely match the needs of investors and the expectations of savers. In a partly similar understanding, Marxist theory assigns financial investors to follow a principle of rent maximization whereby they treat land and properties as financial assets, i.e. for the rent they may yield (Charnock, Purcell, & Ribera-Fumaz, 2014; Harvey, 1982; Kaika & Ruggiero, 2013). Recognizing the possibilities of market inefficiencies, neo-institutional accounts integrate asymmetry of information theory but do not go as far as to recognize any specific agency to financial intermediaries (Ball, 2002). In contrast, heterodox approaches like cultural economics, highlight how the ways financial intermediaries invest the monies they raise on capital markets may be influenced by elements that has to do with their professional culture, their revenue-generating models and the calculative tools they use (Crosby & Henneberry, 2015; Henneberry & Roberts, 2008). Yet, such works that are focusing on financial intermediation as an *activity* has so far failed to fully take into account how investment models are produced and reproduced in particular geographies. Although the geographic concentration of financial intermediaries in a limited number of financial centers is well-known (Lizieri, 2009), there is still a need to understand how this geographic proximity is ‘activated’ (Rallet & Torre, 2005) and with what effects on the constitution of shared conventions that format investments’ standards.

The present research adopts a territorial economy perspective to look at how these conventions develop in the case of the French commercial real estate market. It relies on a 5-year long research developed since 2010 which studies the investment practices of financial intermediaries. Starting with a quantitative mapping of investors portfolios, it analysis a series of around 100 semi-directive interviews with investment managers located in the Paris city-region.

This allows us to first expose the main features of these investment standards, and to demonstrate their relative flexibility over time. Furthermore, and more importantly, it reveals how these conventions over investments are embedded in a fairly small professional community whose coordination combine various forms (market, organization, social networks, epistemic community) and occurs in particular

spaces (the Paris CBD, international investment fairs, several specialized higher education degrees, dedicated journals). Lastly, the paper demonstrates that the investment standards followed by this professional community reflect a metropolitan bias that directly echoes that of the location of the real estate investment financial *milieu* itself. This has direct consequences on the geographies of commercial real estate since investors' are adopting highly selective practices regarding both the location of their investments and the typology of built assets and their tenants.

The paper thus provides a fruitful complement to works looking at how the political economy of urban production, and its planning, is reassessed in a late stage financialized capitalism where the financing of the urban built environment is increasingly done through capital markets (see Attuyer and Halbert, forthcoming). The research demonstrates that financial intermediaries' investment standards may be best understood as the outputs of a geographically situated *milieu* that centers economy and cities around the features of its own industry.

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Obstacles for Energy Rehabilitation in underprivileged Neighborhoods

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Affected by the steel crisis and the increase in coal prices beginning in the late 1960s up to the 1990s the business climate in mining regions in industrial countries changed. After several decades of economic growth and rising population, a period of recession started. Many of the former industrial sites saw themselves struggling with the effects of structural change. Since the decline of the coal and steel industry they have been confronted with massive job losses, permanently shrinking or at least stagnating population figures (cp. Glock 2007) and declining financial opportunities. In those circumstances, it is nearly impossible to use growth as a driving force for a positive development. Development prospects get obsolete, if they are only based on increasing population.

The Ruhr area is the region in Germany, which was most influenced by the crisis of coal and steel industry. The 13 independent cities of the Ruhr region and their whole history has been closely associated with the appearance of industrial sites. Mines, blast furnace and factories spread out in the region between the rivers Ruhr and Emscher. The former villages and small towns like Dortmund, Essen and Duisburg grew up to big cities with up to half a million inhabitants. Nowadays about 5 million people live in the whole Ruhr area. It is the biggest metropolitan area in Germany and one of the biggest in Europe. Since the crisis the cities of the Ruhr area still have been dealing with the effects of structural change. In some quarters of the cities this leads to a concentration of disproportionately high shrinkage and vacancy rates, obsolete

building structures and massive renovation backlog. The result are underprivileged neighborhoods. They have to deal with complex problems in terms of social and economic structure, less infrastructure, bad quality of housing and environmental problems. In relation to other urban districts they fall back into equipment, condition of buildings and image (cp. BMUB 2014). Instead of new growth, underprivileged quarters come along with dwindling investment activities and scenarios of withdrawal (cp. Kabisch/Peter 2008: 301).

At the same time climate protection measures have to be taken at this local level. “While recognizing that some climate change is unavoidable, global leaders at the 2010 Cancun Climate Conference agreed to limit global warming to 2 °C in this century, relative to the pre-industrial period” (UNEP 2014: xiii). Increasing energy efficiency is one of the fields of action. According to the World Energy Outlook 2015, increased energy efficiency could account for a contribution as high as renewable energy and other climate change measures taken together. (cp. Pehnt 2010: 10). Although the building sector is of great importance, because it makes up to about 40 % of the energy consumption in Germany, the remediation rate of existing buildings stagnates at approximately 1 % per year. It must be increased in order to reach the German climate targets. (cp. BMWI 2012: 6) Therefore this potential should be activated more strongly in the future (cp. BMWI 2014: 22).

But energetic rehabilitation seems to be difficult in underprivileged neighborhoods. Here the potential for energy improvement is even higher than in other quarters, because they were already rehabilitated in the past. It seems that especially the urban quarters with the highest potential for energy efficiency improvement have the worst opportunities to achieve this goal. As result of the structural change, most of these neighborhoods have structural problems, dealing with a negative demographic and economic framework. Well-off, more mobile and younger people move to other districts or even across municipal boundaries. Business and personal income taxes erode, the vacancy rate rises and a low-income population concentrates in the quarter. (cp. Glock 2007) In addition to the negative development conditions, the economy does not seem to be able to provoke energy rehabilitation in underprivileged neighborhoods.

Due to low rents investments into buildings are financially not attractive and affect redevelopment decisions mostly negatively.

Refinancing the energetic rehabilitation gets harder without population growth and the need for new dwellings. Uncertain future prospects, a bad image, excess supply and vacancy, low rents, poor payment behavior and a problematic social or urban environment can have negative effects on the willingness to implement energy improvement measures (cp. Fryczewski 2014: 105). The low willingness to invest leads to trading down effects and situations, where the stakeholders' investment decisions are mostly blocked by each other. The remaining potential of the quarter will be lost. (ibid.) Without the chance to initiate new growth, it seems necessary to implement external governance.

However, the question arises, which obstacles and factors affect the implementation of energetic rehabilitation in existing quarters. Which factors are most important in disadvantaged neighborhoods? Are there any solutions for the obstacles? The aim of the research paper is to identify the most influencing obstacles of rehabilitation in quarters and show methods of resolution taking into account different approaches of governance. As a result, methods should be presented, which could be used to increase the renovation rate in neighborhoods with bad conditions.

As methodology the research tries to identify the particularly succinct obstacles by literature review and through structured interviews with experts in neighborhood development agencies in problematic districts of the Ruhr region. For example "neighborhood managers", who work within established urban renewal or redevelopment areas, are questioned after their estimation. The contribution of the research paper is to gain answers on particularly important barriers for energy improvement measures and possible solutions such as urban governance methods in demographically and structurally problematic neighborhoods. This should emphasize the importance of urban development in these quarters. Finally the research tries to do an outlook on the transferability of the findings to other districts with comparable conditions in the Ruhr area and beyond.

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Regional planning in Brazil: past and present

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1. Problem, context and hypothesis of the work

Brazil, in the global scenario, is a typical example of unequal development. The Southeast region, strongly industrialized, has a level of development much higher than peripheral regions such as the Northeast and North. This is subject of this work, which is focused in the politics of regional planning in Brazil.

This study deals with the evolution of the regional planning politics in Brazil and discusses some key questions of this process, mainly those related to the present moment. Brazil has a long experience in this field, which is explained by some important features: an extent territorial area of 8.5 millions of km²; an historical process of occupation and development which caused accentuated social and territorial inequality; and the fact that one of his macro-regions – the Northeast – has 2/3 of the his space (900,000 km²) submitted to periodic droughts, with strong impact on the poorer population.

During decades the regional planning in matter was directed to the Northeast, which was considered the “problem region” of the country, resulting in a macro-regional planning approach. Since 2007, the country adopted a national politics of regional planning. It means to follow a politic that no more search to reach a macro-region, but multiple “meso-regions” dispersed in the entire territory. The research which supports this study aimed to answer questions related to two moments: that of the macro-regional politics and their consequences; and that of the “meso-regions” and their future perspectives.

As regards to the first moment, we concentrated our efforts in the industrial strategy (incentives to the private sector) adopted for more than four decades. In this case, we searched answers to the following impacts: work force (employs creation) and creation of new industry and service enterprises. As respect to the second

moment, this study highlights a critical analysis of the regional planning politics of the Federal government (“Política Nacional de Desenvolvimento Regional” – PNDR), and the discussion of the possibilities and limitations of this new politics.

We state that the previous regional politics produced important economical results. The most important of them was to avoid the economical decline of the Northeast, although little has made about the social features. On the other hand, the PNDR increases the action to the whole country, but acts in fragmental way. In view of this, our **hypothesis** is that it is possible and necessary to bring to new politics the positive gains of the old politics.

2. General and specific objectives

From the brief exposition above, we present now the objectives of the research which support the present paper.

The general objective is to describe in a systematic way the evolution of the regional planning in Brazil, aiming to recognize precisely the main facts and its breakages. It follows the specific goals:

- Discuss the theoretical bases of the regional politics in Brazil in the periods of 1960's to 1990's (macro-regional);
- Discuss the theoretical bases of the regional planning model initiated in 2007 (PNDR);
- Analyse the industrial and agricultural strategies of the macro-regional politics and its economical and social results;
- As a consequence of the previous point, perform an institutional analysis about the complex mechanism which involves the regional planning politics of the Federal Government.

3. Methodology

The methodology adopted in this study used fundamental concepts of the social sciences, in particular that of politics economy and institutional analysis. Through them, we tried to understand the two moments of the regional planning in Brazil.

The methodology strategy involves the theoretical and empirical approaches, in the case of the execution of the regional planning (projects, programs, etc). The efforts employed in each step of the actual process aim to discuss our hypothesis. The

justification of this hypothesis is based on the fact that a new politics – the PNDR – cannot intend to begin from the zero.

The study, mainly qualitative, was supported by an extent bibliographic research, including official documents and relevant works of the area. The list of references includes texts from authors such as Celso Furtado, Wilson Cano, Francisco de Oliveira, Campolina Diniz and Tania Bacelar, besides published works of the author of this paper, produced through its professional trajectory.

Traveling Ideas, Concepts and Experts – China’s search for new ways of urbanization

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Globalisation – if looked at as a platform – facilitates experts to exchange knowledge, ideas, and approaches, and cooperate cross-culturally. On the basis of a globalized world, it seems everyone can ‘read’ certain cities independently on their specific location, since these specific cities and urban agglomerations are even labeled as global cities.

At a global scale, borders seem to continuously vanish, and the world gets ‘smaller’ and larger at the same time, since it provides us with many more opportunities and chances. Planning concepts, urban design approaches, and architecture have joined the international trade goods, which are traded globally according to the market and the demand. Traditionally, the exchange happens from the more developed to the less developed regions and countries.

China has been on a search for new planning approaches since the rapid urbanization started in the 1980s with the economic growth based on the politics of Deng Xiaoping¹. In the first phase of urbanization (ca. the first ten to fifteen years) these planning approaches have been found in western concepts.² It seemed there was little time and experience to look at the matter critically; it was rather the time for great experimentation on an urban scale never witnessed before. During this time, foreign experts played an important role, exporting their visions and approaches intrigued by the opportunities the market and demand offered in China. Some probably have seen this as their chance to realize their dream of cities, which could have never

¹ Deng Xiaoping was the Chairman of the People’s Republic of China from June 1983 to November 1989.

² Mostly US-American planning and urban design concepts have been adapted during the 1980s and 1990s.

been realized in western contexts, due to the different political, economic, geographic, and cultural frameworks and regulations. Others – probably mostly unintentionally – approached the task of supporting the Chinese search for planning concepts with a rather ‘colonial’ approach by feeling the need to teach, educate, and convince the Chinese of the superiority of the western concepts. This was surely fostered by the willingness from the Chinese side to reach out specifically to these concepts that provided the ‘superior’ western world with liveable cities, which seemed to be up to the latest standards in their realization.

It has now been several years, however, since the international narrative of the Chinese urban development started to sometimes be referred to as a “copy and paste” approach. This, of course, is a simplification of the actual reality, but not completely untrue.

Instead of looking for “inspiration”³ abroad, which is a common practice around the world, in some cases successful examples were copied from Europe as well as from the US without the necessary adaptation or transformation process implemented in the Chinese context. During the first phase of the Chinese urbanisation, the dire need for urban expansion and infrastructure, combined with the political system, made up for the lacking planning concepts. The built environment, housing, industry and infrastructure, was needed desperately, hence it turned out to be secondary to how well or how badly cities were planned and executed. Furthermore, in some cases it was specifically asked, from the Chinese side, to plan a European city, of course by commissioned experts from Europe. Perhaps this time of the Chinese urbanisation can rather be described as a phase of experimentation.

The past couple of years have shown, however,⁴ that a new generation of planners, urban designers and architects have been employed; educated not only in

³ In this context, it means the process of looking for existing references, analysing and understanding what makes them successful, and then pushing one’s own envelope by trying to implement the newly found ideas into the existing context with the necessary process of transformation and adaptation in order to create long-term and sustainable solutions.

⁴ Since March 2013 Xi Jinping has been the Chairman of the People’s Republic of China and has since set a new emphasis on Chinese-ness, rather than foreign influences in a very holistic understanding. This has influenced the approach in planning as well as the changing economic situation and the real estate situation in China. This paper is not going into further detail in this regard since it would greatly expand the frame of this paper.

China but also abroad, familiarized with both Chinese and non-Chinese experiences, approaches, and concepts.

This does not mean that the influence and impact of western and foreign concepts and practitioners loses significance per se; it surely does mean, though, that roles have changed.

This paper does not intend to criticize the importance and relevance of comparing and learning from different approaches globally. To the contrary: it argues that the broader and abstract concepts are very much comparable on a global level, similarly to the aims and goals of future cities. The mismatch lies in the lack of a detailed understanding of local realities and specific processes of realization, hence in this paper it is argued that contextuality increases its importance despite globalization, or because of it.

Based on the long-term experiences within the western world, the approach cannot simply mean a total change of the existing Chinese planning system; the need and relevance for this needs to be formulated from “the inside” rather than from “the outside” to achieve a long-term and sustainable change.

But it is very well within the responsibility of western advisers and experts to be aware of the frictions, differences, and challenges, and to share our knowledge, on a meta-level, from these past experiences in planning. This especially needs to be taken into account when we, as experts, get commissioned by the governmental body and asked for advice or teach young professionals and students from China and other parts of the world as well as from our native countries. It is in our best interest to create sustainable cities and for this to happen it is indispensable to broaden our views and understanding of the significance of the context and local imbeddedness of concepts which might be comparable and exchangeable on a meta-level.

Living the urban periphery in Gauteng, South Africa

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African cities are often claimed to be sprawling, with peripheral growth being seen in rather polemical terms: either involving the marginalization of the poor to the city edge or the construction of exclusive elite enclaves, disconnected from the rest of the city. This paper argues for considered research which is specifically focused on the peripheries of urban areas in Africa, and makes the case for a particular methodological approach to this exploration. It uses the case of the Gauteng City Region in South Africa to illuminate what these urban peripheries and this method brings into focus.

Whilst there are some studies that point to complex spatial change on the urban edges of cities in Africa (see for example Todes 2014; Doan and Oduro 2012), research has often tended to overlook peripheral areas or focus on a donor-driven conception of the 'peri-urban' concerned primarily with changes to land use and agriculture (Mbiba and Huchzermeyer 2002). Yet it is increasingly apparent that the edges of many large cities and city-regions in Africa are spaces of complex urban transformations encompassing multiple processes of spatial change. In some, large-scale formal investment in housing and economic activity is evident historically and currently. In others, the growth is mainly happening through informal land development or a complex mixing of formal and informal processes. But there are also places of decline in local economies and population, and so theoretical framings which focus only on growth are misleading. While "new centralities" which offer prospects for employment and livelihood are emerging in some localities, governance is often weaker and more fragmented on the edge than in the core, which can produce inequalities in capacity and strategic direction.

For their residents, fringe locations, often reinforced through state-housing provision or speculative land developments, can produce mobility challenges which impact on employment opportunities, as well as strain the viability of providing and maintaining infrastructure and services. Peripheries may also be characterised by environmental hazards, social exclusion, and low levels of spatial identity and cohesion, yet for other residents the benefits of smaller communities, in peaceful or privileged locations, and of well-serviced settlements outside of the bustling core may prove highly desirable.

This paper forms part of a larger research project which addresses a critical gap through its focus on understanding how transformation in the spatial peripheries of African cities is shaped, governed and, importantly, experienced by those who live and work in these spaces. The paper discusses a particular methodological approach to a newly initiated three-year study of the peripheries in three city regions: Ethekewini and Gauteng in South Africa, and Addis Ababa in Ethiopia. All three cases display rapid but variable urbanisation, changing patterns of segregation and integration, and variant patterns of governance and investment, offering critical spaces for comparative analysis, theorisation, and policy influence.

Using the Gauteng city region the paper demonstrates why the spatial edges in large cities in Africa require new attention, makes a case for what is selected for scrutiny in the new study and discusses what the particular methodological approach offers. It draws on existing studies on peripheral sites in the Gauteng region, as well as recent government proposals for new megaprojects, to explore the diversity of current edge conditions, the forms of change underway (both growth and decline), and some concerns and potentials of the proposed new developments.

We focus on how changes in infrastructure and economies through the actions of state, private sector or informal interventions, play out in the lives of people in edge locations of large urban areas, and are in turn shaped by these. We use the lens of 'lived experiences' to understand the intersection of state, market and people's practices in producing "new urban spatialities" (Beall et al 2015; Mabin et al 2013; Todes 2014) and how these processes then impact on urban poverty. This idea of the lived experience of spatial change draws on significant intellectual threads in fields

including urban studies, geography and planning theory, urban anthropology and sociology, and is concerned with how people live in places, including how they work, eat, parent (Meth 2013), love and die. It uses a mix of qualitative methods (including interviewing diaries and auto-photography) to understand everyday life on the periphery. In addition the project uses key informant interviews, surveys, document analysis and mapping to understand the characteristics and drivers of changes, and also the governance and poverty implications of these urban changes.

The paper that will be presented draws on the first phase of the research and discusses some of the large scale trends seen in Gauteng's peripheries, drawn from existing research, demographic and census data and demonstrating the large differentiation between the various peripheral communities. Using the information base described, it will then discuss the value and usefulness of the focus on "everyday lived experiences".

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The Korean model of urban development: an exploratory approach

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As developing countries have undergone rapid urbanization in Asia, Africa, and Latin America, more than half of the world's population live in urban area today. However, onethird of the global urban population resides in slums and squatter-type settlements. As such, many developing countries suffer from a shortage of urban housing and infrastructure and the ensuing poor residential environment; Access to safe drinking water and adequate sanitation is limited while mass transit is rarely available in most cities. Korea also faced the same problem of housing and infrastructure shortage as it experienced an unprecedented rural-to-urban migration. However, it has largely overcome the problem: Today, the housing stock exceeds the number of households. Almost all population is served by water supply and sewerage systems. Mass transit, such as subway and bus, absorbs a large portion of traffic every day.

From an international comparative point of view, this paper explores unique characteristics of Korean urban development which have successfully contributed to coping with rapid urbanization over the last half century. The Korean way of urban development, or 'Korean model', is different from the Western model, of which many developing countries follow the example. Notably, in its physical form and appearance, Korean cities are characterized by high density and high-rise multi-family housing development as they are often cynically called 'republic of apartment (multi-family housing of more than five stories)'.

The paper first theorizes why high-density housing development has become a dominant form of urban development in Korea by extending the theory of 'developmental state' in terms of institutional framework. Developmental state, which is characterized by strong government initiatives combined with mobilization of large

corporations, public and private, is the concept originally designed to give an explanation of economic development in East Asian countries including Japan, Korea, and Taiwan. The paper applies the concept to the case of urban development in Korea, ranging from urban land development and housing supply to infrastructure provision including water supply, sewerage, and transportation.

As the most representative and visible case, it specifically illustrates how developmental state has worked for the mass production of housing. The government has not only set a target amount of housing construction through a series of national housing supply plans, but has also achieved it largely by taking advantage of private capital. In particular, the government's direct involvement in urban land development as well as its regulations on housing market through price control has functioned as the carrot and stick for conglomerate construction companies equipped with financial and technical capacities to take the leading role in housing development with large land area and high floor area ratio (FAR).

Empirical evidences are also provided to back up the theoretical reasoning. It is shown that traditional small-scale home builders have little market share in Korean housing construction industry. Furthermore, international comparison among selected developing and Western countries reveals that the average density of housing estate is higher in Korea than in developing and Western countries, while developing countries are characterized by smallscale and low-density housing developments.

Obviously, Korea's massive housing supply in the form of high-density multi-family housing has greatly contributed not only to overcoming the housing shortage in quantitative terms, but also to squatter and slum clearance as well as upgrading of housing conditions in qualitative terms. Going forward, this paper focuses more on its impact on infrastructure provision, posing that high-density housing development has also contributed to solving the problem of water supply and sewerage as well as providing mass transportation such as subway.

Historical data first confirm that, despite rapid urbanization, the percentage of population connected to water supply and sewerage systems has dramatically increased in Korea. Then, it is theoretically demonstrated that housing density matters in determining costs and benefits of providing 'line infrastructure' such as water supply

and sewerage: High-density multifamily housing is more efficient and cost effective than low-density single-family detached housing because the former necessitates a shorter length of pipeline per household than the latter.

Ultimately, the argument is empirically tested. Since it is difficult to collect statistics on water supply and sewerage which are consistent across different countries, empirical analyses are based on cross-sectional data across different cities in Korea. Separate regression models are developed with two dependent variables, the level of water supply and sewerage, calculated as the percentage of population in each city served by water supply and sewage treatment systems, respectively. The proportion of high-density multi-family housing (apartment) in housing stock is the key explanatory variable, while other urban, economic, and environmental characteristics are included as control variables. The multiple regression results reveal that the proportion of apartment has statistically significant and the greatest effect on the level of both water supply and sewerage, *ceteris paribus*.

A similar argument is further applied to the case of mass transportation. Theoretically, it is inferred that mass transit, characterized by fixed routes, requires a concentration of residents through high-density housing development around the stations along the route in order to secure enough number of passengers to guarantee economic feasibility. Otherwise, automobiles would be more feasible especially in a dispersed and sprawled development pattern. Empirical analyses focus on Seoul, which is famous for its extensive network of mass transit including subway. The multiple regression results demonstrate that the proportion of apartment has statistically significant effect on subway ridership in each station area, *ceteris paribus*.

Finally, based on theoretical and empirical findings regarding the causes and impacts of highdensity housing development in Korea, it is suggested that Korean model of urban development serve as an alternative to Western model, diversifying the menu that developing countries can choose in coping with the shortage of urban housing and infrastructure. In particular, Korean model urges that developing countries pursue more compact development in order to solve both housing and infrastructure problems at the same time.

Spatial planning systems in Latin America: towards an international comparative perspective

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Spatial planning systems refer to the set of administrative, technical and juridical processes to manage urban and territorial dynamics within specific national contexts (Mazza, 1996; Healey, 1997). As such, spatial planning systems and policies influence spatial development through land-use planning and other regulatory means (CEC, 1997; Newman & Thornley, 1996). Their character is often described in relation to legally established objectives, tools and procedures that form part of national planning systems (Alterman, 2001; Nadin & Stead, 2008), which vary widely across national, sub-national and urban scales. Besides their technical, administrative and juridical dimensions within the public domain [i.e. planning as an institutional technology (Mazza, 1996)], spatial planning systems should also be addressed from their institutional dimension (Janin Rivolin, 2012). For the purposes of analysing and comparing planning systems from an international perspective, aspects such as the interaction between public and private spheres, economic development, social complexity and the diversity of stakeholder interests and values turn out essential. In other words, the diversity of spatial planning systems and policies that influence spatial development processes is not only shaped by the plurality of legal-administrative and technical arrangements, but also by an array of internal and external driving forces such as social models (Nadin & Stead, 2008), planning cultures (Knieling & Othengrafen, 2009) and governance traditions, amongst other dimensions.

While there is widespread recognition about the evolution and diversity of spatial planning systems and policies across Europe, less attention has been devoted to the character of spatial planning and their implications for spatial development in other continents. In contributing to establish a renovated discussion on this matter, this paper aims at shedding light on the evolution of spatial planning systems in Latin America as regards the interrelationship between social aspects and their influence on the reproduction of spatial planning systems. This interrelationship has been a topic of significant scrutiny in Europe over the past two decades and has been developed from at least three standpoints. Firstly, the classification of planning traditions (CEC, 1997; Healey, 1997; Nadin & Stead, 2008) and the comparison between planning systems and policies (CEC, 1997; ESPON, 2006). Secondly, the means by which social contexts shape spatial planning systems (Vigar et al., 2000; Albrechts et al., 2001) as evidenced by: (i) discourses and ideologies (e.g. Servillo, 2010; Hajer, 2003); (ii) legal frameworks (e.g. van Dijk & Beunen, 2009); (iii) political power (e.g. Yiftachel et al., 2001; Flyvbjerg, 2004); and (iv) regulations and governance (e.g. Peters & van Nispen, 1998). Lastly, the role of institutions “in and for” planning, namely (i) the role of formal institutions (organisations, laws and procedures); (ii) informal institutions (values, conventions and codes of conduct); (iii) the actions that structure social contexts (e.g. Healey, 1997; Hajer, 2003; González & Healey, 2005; Moulaert, 2005, 2013) and (iv) the role of planning as a potential stimulus (or obstacle) to foster economic development, to protect private and public property, and to improve democratic decision making processes (Healey, 2007).

The above perspectives and categories encompass a wide-ranging overview as regards the particular evolution of spatial planning systems in Europe, but might not be adequate enough to generate a comprehensive understanding pertained to the ways by which planning systems and policies have originated and evolved in Latin America. Although partly self-evident, the reasoning behind this argument deserves further typification: the complexity of Latin American spatial planning systems, the specificity of planning instruments, the idiosyncrasy of actor configurations, the distinctiveness of evolutionary stages and the peculiarity of social models and planning cultures are all indicative of a multifaceted region whereby individual planning contexts

tend to emerge from the combination of a plurality of planning modes, planning tools and political directions of spatial change. Moreover, the oftentimes-uncritical implementation of imported planning models and methodologies (normally decoupled or detached from institutional reforms capable of providing suitable legislative frameworks) from more developed countries by local planners and policymakers and the usage of the individual countries within this macro-region as “testing grounds” for planning policies and practices at different levels of planning administration further underscores the distinctive and also pioneering nature of Latin American planning. This situation evidently calls for advancing *ad hoc* analytical frameworks and methodologies aimed at developing a comprehensive understanding of the evolution and performance of planning systems, policies and tools in this region.

In consideration of the social, economic and political changes affecting the institutional configuration of spatial planning in Latin America, the paper delves into the evolution of planning systems and policies focusing in two countries within the region, namely Argentina and Mexico. In doing so, the paper attempts to discuss whether the accumulated experiences in these particular settings can contribute to steer the possibility for new planning reforms geared towards the potential ‘ordering’ of the largely fertile yet also highly fragmented condition of spatial planning systems in Latin America. At the same time, the paper seeks to build a framework of multiple variables grouped in an array of analytical clusters aimed at examining how and why spatial planning systems and policies within the region tend to converge and diverge.

In doing so, the paper explores the character of spatial planning systems and policy-making from theoretical, methodological and empirical approaches. Theoretically, the paper begins by paying attention to the *ad hoc* interrelationships between spatial planning systems and social contexts, and between the former and the role of institutions “in and for” planning as adapted to Latin American settings. Methodologically, the paper attempts to combine institutionalist and strategic-relational approaches (Servillo & van den Broeck, 2012)(Servillo & Lingua, 2014) to identify interpretive categories that shed light on the evolutionary processes of planning systems within the region. Both the theoretical and methodological objectives are evidently informed by a combination of primary and secondary sources. The former

include the examination of planning policies and strategies generated at different levels of administration, and the analysis and interpretation of structured and semi-structured interviews conducted with key policymakers and planning actors who have been involved in more recent plan and strategy-making processes. The latter encompass technical reports, outreach and scientific articles and, foremost, literature concerning the development of relevant political, economic and socio-spatial themes in connection to and since the emergence of modern planning thought in both countries, namely a timeframe spanning over one-hundred years.

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Cities and Social Movements in International Arena

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The State–Nation crisis and the privatization of the state enterprisers in the neo-liberal globalization state formed the foundations to configure the minimum State. Global cities and transnational enterprisers were the agents to this neo-liberal globalization system. The configuration pointed to the prominence of the local government instead of the National State. However the 2008 –financial crisis restores these political agents and appears the State-Nation as an agent in the globalization arena.

The action of cities in the international context and the recognition of its role in this field, states the need of further examination to verify if they are actually political actors, although this role have been exclusively fulfilled by central governments.

The problem is assuming that globalization has changed the way of making politics as well as impacting in different levels such as the national, the regional and the local administration. The global and the local, the virtual and the real have changed the way which cities and the social movements perform their international political relations.

It will be possible to notice how globalization has changed the institutional structures, in which the relations were more balanced, predictable and static some time ago. There are different economical, social, cultural, technological and political-institutional factors that had influenced the construction of this new globalization context. The objectives in analyze this phenomenon.

First will be analyze the new “localism”, which will provide elements to illustrate the importance of studying the “governance” and its different aspects and, finally will be describe “cities diplomacy” and how “Para diplomacy” is being studied and becoming a reference to discuss the political role that cities could reach internationally.

Considering the core point of this article will be observed how cities and social movements created mechanisms that enable them to act in the international arena. On the other hand, the performance of social movements has been felt in the global and local scope. They articulate in a transnational way so the international repercussion can influence the change agenda of their countries and cities and achieve greater international mobilization. They act and articulate themselves through virtual networks or present meetings in international forums. They may intervene in different ways, as pressuring the local-national or even the global system, as well as participating of the institutional dialogue channels with other actors, among them the State and the international Organisms .The 2008 international financial crisis, the different worldwide conflicts and manifestations for better transparency and democracy on the governments of some countries, question the role of the State as a promoter of the world peace and well-being. We have many examples like Occupy Wall Street Movement (United States of America), Indignados (Spain), etc.

The theoretical basis of this work has been sustained in the sphere of international relations' critical theory and in the studies about social movements, describing important concepts as that of social emancipation and the social movements as new actors in the international system.

The methodology is literature review of cities and social movements in transnational sphere and analysis of documents of international organizations that allow the influence of cities and social movements in the organization like United Nations Human Settlements Programme – UN Habitat. The **UN-Habitat is the United Nations programme working towards to promote socially and environmentally sustainable human settlements development and the achievement of adequate shelter for all.** UN-Habitat establishes networks that enable governments, experts, civil society groups, multilateral organizations, private sector, and all other development partners to jointly address present and future urban predicaments. The local governments and the representants of social movements participate in forums of this agency as World Urban Forum and Habitat Conference. It is important to see if these actors have influence on the decisions of international organization, like UN-Habitat.

Finally will be analyzed like results if cities and social movements could be considered important political actors in the international relations up against other international actors like the States and the international organizations. Related to the “internationalization” that have already been studied will be shown some ideas that would help cities and social movements better influence in the international set.

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Re-legitimizing the power of smallness: the rise, fall, and rise of appropriate technologies as a development strategy

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Small-scale technological solutions to poverty alleviation have become increasingly popular in the 21st Century. Markets are flooded with “appropriate technologies” (AT), such as cook stoves, solar lanterns, and even inexpensive cellphones and computers, as they promise to address the basic needs of the poor for a price they can afford. Despite the growing popularity of these gadgets within the international development community, most recognize that some are more effective than others. To date, development planners have not yet found a systematic way to identify “what works” and “why”, thereby compromising their ability to design more effective interventions based on this improved knowledge. Better methodologies are necessary, but insufficient for the creation of a comprehensive and effective technology evaluation framework. It is also paramount to understand the causes of success or failure of prior AT efforts, so past errors are not repeated, flawed assumptions dismissed, and newer solutions emerge capable of improving the quality of life among the poorest in a sustainable way.

Indeed, the use of the notion of appropriate technologies in development planning as is not new. The AT model became prominent in the 1970s through the work of the economist Fritz Schumacher’s *Small is Beautiful* (1973). He promoted a development planning approach based on small-scale, low-cost, labor-intensive, context specific, and environmentally friendly technologies focused on benefitting populations living in poverty. Standard accounts of the movement’s legacy contrast the AT movement’s influence in the international development agenda in the 1970s and 1980s, when over a thousand of organizations dedicated to the topic were operational (Jéquier & Blanc, 1983), to its fast demise shortly thereafter. Scholars and practitioners

have identified several causes for such decline. One argument emphasized the lack of concern with affordability and marketability of AT products (Polack, 2009). Others pointed to the “failure to learn from failure”, which caused continuous “re-invention of wheels”, leading to a deterioration of the relationship among donors, implementing organizations and beneficiaries (Starkey, 1988; Smillie, 2000). Finally, there were those who argued implementation problems were decisive barriers to the survival of the AT model. Many technologies were not as technically robust as expected, and funding and institutional support often inadequate for diffusing appropriate technologies at scale (Florman, 1981; Zelenika, 2011).

In this paper we argue that these analyses provide an incomplete account of AT’s legacy. In particular, because they fail to explain the relationship between the earlier models and the small-scale development technological approaches that, once again, became popular in the 21st Century. This left unexplained the ways in which changing socio-political contexts, and adoption of the ATs by different development players helped to shape the model into its current form. We address this gap in the literature by conducting a Systematic Review approach (SR) to AT-related articles published in the last 40 years. SR is a specific type of literature review that allows the analysis of a large volume of individual publications through an explicit and reproducible method, thereby minimizing bias and producing more reliable findings (Higgins & Green, 2011). Studies were identified through searches in four databases - JSTOR, ProQuest, Science Direct, and Google Scholar – out of which a primary sample of 600 papers was selected. A secondary sample with 60 of those papers was built for coding, following relevance and quality criteria.

Our results show that the AT Model, despite being born as a critique of the industrialization model of the 1950s, was never a single, cohesive model, but a very flexible concept incorporated by groups following different paradigms. The evidence indicates that the AT Model evolutionary pathway may be more complex than currently acknowledged by the literature. As a result, it seems precipitated to affirm that the AT Model failed and “died” after its most influential period in the 1980s. AT continues to be at the center of some of the most relevant topics of the current international development agenda - technologies for the “bottom of the pyramid” (BoP) and Open

Source Appropriate Technologies are some of the recent examples. Still, some “lessons” were “learned” better than others. Many of the problems with the AT model, such as difficulties with implementation, scaling-up, and establishment of local ownership, compromised their impact 40 years ago and continue to do so today.

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Strategic planning practice in a global perspective: the Case of Guangzhou, China

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Keywords: Guangzhou, strategic planning, urban growth patterns, interactions, evaluation system, international comparisons

As the vital city in south China since the ancient time, Guangzhou has been losing its leading role among the rising neighboring cities, especially, Hong Kong and Shenzhen, since the late 1980s, with the overloaded infrastructure and deteriorating urban environment in its old inner city. Fortunately, with the new expansion of the administrative area in 2000, the municipality of Guangzhou considered it as an unprecedented great opportunity for future development to solve a series of alarming urban problems. Thus, for the first time, strategic planning was introduced to China by the municipality for providing more convincing and scientific basis towards better urban future, as the first attempt in China. Differed from traditional Chinese planning practices, which rigidly and dogmatically focused on future blueprints, the strategic planning of Guangzhou proceeded from analyzing practical challenges and opportunities towards establishing reasonable developing objectives and proposing corresponding strategies.

Moreover, it was pioneering that the municipality invited five planning institutions for proposals, among which, the paper focuses on the one proposed by China Academy of Urban Planning & Design from its theoretical basis to problems' defining and analyzing process, as well as planning results. Since it was closer to the following municipal decisions and had a more far-reaching influence for other Chinese cities' relevant practices, especially the unprecedentedly innovative exploration, focusing on specific problems of Chinese cities, about the decisive role played by urban developing rate on selecting urban growth patterns ("Spillover-reverberation" or "Leapfrog"), which

ultimately established an unprecedented paradigm on deciding an appropriate urban spatial structure in future including its specific location, function and scale.

Meanwhile, inspired by Healey's diagram on strategic planning making, this paper not only focuses on the proposal itself, but also highlights the role of interactions, among actors, as well as proposals, discussions and final municipal decisions (one proposal made in 2003 and following summary and proposals between 2007 and 2009), especially the precedential establishment of the rolling dynamic evaluation system for periodical reviews on the implementation situations.

Indeed, strategic planning of Guangzhou brought out considerable benefits, especially opening the strategic mind for plentiful Chinese cities in the following years through establishing a flexible and dynamic planning mechanism highlighted the interactions among multiple actors with innovative and effective tools, methodologies and perspectives on regional, objective-approach and comparative analysis. However, compared with some developed countries, the strategic planning in China just started, with more summaries of previous experiences instead of scientific analysis, and the time for making the proposal was far less. Thus, the last part of this paper attempts to put the preliminary exploration of Chinese strategic planning as the case of Guangzhou in a global perspective, comparing with some international cases, i.e. London, New York, Sydney. In spite of considerable differences on current national conditions and urban developing situations, some shortcomings of present Chinese strategic planning could be outlined based on the comparison, i.e. the certain gap among institutional proposals, final municipal decisions and implemented results, with weaker supervision and management systems, mainly due to the lacking legal constraint. Also, how to improve the public involvement in China with an absolute up-down administrative system is another urgent task. In future, despite of irresistible and irretrievable weakness, some experiences and lessons from previous international practices, with the combination of specific Chinese situations and domestic practices, could inspire us for promoting the further advance on strategic planning in China.

Rural planning: comparing India and Canada

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Rural communities help fuel economies of many countries and in some cases the national character. Most importantly, they carry the weight of feeding the world. But their issues and challenges do not get the attention they deserve. Rural economies, large and small, all over the world are dealing with the same issues – pressures of urbanization, international trade, environmental stress, and out-migration.

This study compares rural areas in two countries, one is developing and the other is developed, namely, India and Canada, respectively. The Canadian focus is on one province i.e. Alberta as the situation varies considerably from province to province.

Despite varying levels of urbanization, rural communities remain critical to the economic, social and environmental fabric of both countries. Interesting sets of similarities and differences that we find can help us understand the rural communities better and potentially derive some helpful lessons and policy solutions.

One important common thread between the two countries is a strong governance system in their respective rural areas. India's 74th Constitutional Amendment created a *Panchayat Raj* system, which is a strong system of governance in which *gram panchayats* (village councils) are the basic unit of local administration. Canada's rural governance has two tier system of local government: one is upper tier regional government which consists of several municipalities including rural areas in between, grouped together under a single regional administrative and political structure. The other is rural local government that is responsible for physical and social services, housing, taxation and other local economic development. The most common form of rural municipality in the province of Alberta is a municipal district, also known as counties in other parts of Canada.

Rural areas in both countries are facing an increasing threat of loss of farmland to non-agricultural use. Both countries offer tremendous amount of agricultural

subsidies and social and employment schemes to give farmers an edge and to cope with natural and other forms of adversities. Both countries have a serious problem of migration out of their rural areas. Lastly, economies of both rural areas are changing and are changing rapidly.

Concomitantly, there are some stark differences between rural India and rural Canada. While Canadian rural areas have aging and declining population, India's youngest population lives in rural area, in some parts where densities exceed urban density threshold, labelled as *ruralopolises* (Qadeer, 2000, 2004) and *Urural* (Agrawal, forthcoming). These are the same areas which suffer from abject poverty (according to Reserve bank of India, about 26% live below poverty line, almost double than that of urban area).

Canada's rural areas is relatively affluent (albeit less than urban areas according to Federation of Canadian Municipalities, 2011) and has seen strong employment growth, particularly in Alberta. Average farm size in India is about 2 acre while this average in Canada is about 400 times than that of India i.e. 778 acres. In Alberta, the farm size is much larger, about 1166 acres. Many farmers in India have less than an acre of land, just enough for subsistence farming, while many others work as landless agricultural labourer. In recent years, many controversial special enterprise zones have consumed large tracts of predominantly agricultural and typically multi-cropped land in India.

Rural areas in India lack even basic infrastructure like water, sewage and drainage or services such as access to a doctor or nurse, higher education and training facilities. Rural Canada faces similar challenges but perhaps not the levels we see in India. Canadian rural areas, especially in Alberta, have witnessed the introduction of incompatible land uses like mobile homes, new country-style homes, small airports, pipelines and extraction of natural resources like mining, gravel quarries and so on.

This presentation will focus on the aforementioned comparisons including demographics, land use changes, rural amenities, migration and climate change.

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Agglomeration benefits and polycentric growth: envisioning an efficient central metropolitan area in Belgium

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This extended abstract is based on a larger study which was carried out by a research team, composed as follows:

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Rationale

In Flanders (Belgium), the regional government engages itself to develop an efficient

‘metropolis Flanders’, which is large enough to assume an important economic position in the network of urban regions of the north-western European delta. The heart of this urban agglomeration is the metropolitan core area that comprises roughly the functional space of the quadrangle Brussels-Leuven-Antwerp-Ghent, also known as the ‘Flemish Diamond’ (Albrechts & Lievois, 2004). This densely populated core area is well accessible and embedded in the European context, but experiences a variety of pressures. For example, a large portion of the predicted population growth of Flanders and Brussels is expected to settle in this area. As a consequence, the development of a ‘metropolis Flanders’ should be based on solid strategic planning policies.

The current paper reports on a research project (Van Meeteren et al., 2015), aimed at determining whether the defined metropolitan area operates as a well-integrated urban agglomeration, and at developing a spatial vision on strengthening this metropolitan core area through a stakeholder debate. We make this analysis respectively with regards to the labour market, the housing market, and the transport sector (with the emphasis on public transport). The study is positioned within the guidelines as set out by the Green Paper on Spatial Policy in Flanders (Flemish Government, 2012), meaning that the emphasis will be put on the ability to support a spatial visioning process, rather than aiming for an exhaustive spatial analysis. The exercise is carried out in a complex institutional context. Boussauw et al. (2013) indicate that the central-Belgian metropolitan area spreads out across three administrative regions (Flanders, Brussels Capital Region, and Wallonia), with the Dutch-French language border as a very strong barrier within some subsystems (e.g. within a range of public services), but nonetheless negligible in many other subsystems (e.g. international businesses).

Method

The paper starts with a literature review, in which a first part combines the traditional optimum city size question (Alonso, 1971) with the issue of the constraints under which a polycentric region can be considered an integrated urban agglomeration (Meijers, 2008). In a second part, the validity of the so-called regional housing markets as an analytical framework for studying the integration of residential and labour markets is assessed (Van Nuffel & Saey, 2005).

Then, threshold values derived from the literature are operationalized through accessibility analyses, firstly based on the road network, and secondly based on the (public) rail transport network. The applied accessibility analyses are experimental in the sense that the employed classes do not equal isochrones, but are defined by means of critical population mass thresholds.

Furthermore, the road-based part of the accessibility analysis has immediately been qualified as 'naïve', because it shows the implicit logic behind location seeking behaviour in an era without structural road congestion. Today, however, congestion has become an important steering factor in location choices of households, businesses

and organizations. In spite of still incomplete understanding of this phenomenon, policy intentions of the Flemish government have started to take these effects into account. Within the given research project, this attitude first translates into the application of an alternative accessibility analysis exclusively directed towards (public) rail transport, and second into recognizing 'proximity' (rather than 'accessibility') as an important spatial quality in the visioning process.

Subsequently, the regional housing markets in Flanders and Brussels are assessed, in an effort to distinguish between labour basins, which largely focus on one employment centre while being relatively homogeneous in terms of real estate prices.

In a third phase the results of the analysis are presented to a group of relevant stakeholders from Flanders and Brussels, aiming for a structured debate organized in two parallel workshops. The prepared analytical material proved an ideal basis for reflection. The resulting discussions were summarized into a vision statement with three corresponding structure maps, which will be used in the decision making process by the Flemish government.

Results and conclusions

From a methodological perspective, this research proves to be innovative because it combines policy-oriented spatial analyses with multidisciplinary expert knowledge, aiming to end up with a new vision on metropolitan spatial development. By framing the analysis from the very beginning within the existing guidelines for a new spatial vision for the Flemish metropolitan core area, the required spatial analyses could be worked out quickly.

The conclusions of the study can be summarized as follows:

- The Flemish metropolitan core area, and by extension, the central Belgian metropolitan area, encompasses today an already competitive mass in terms of population and labour, and is sufficiently connected as well, which makes the system to be considered an integrated urban agglomeration.
- In order to employ agglomeration benefits as much as possible, and in order to realize further urbanization in a more sustainable manner, population growth must be accommodated as much as possible in the already urbanized area. In this regard,

the emphasis is on the cities of Brussels and Antwerp, and on the axis between these two conurbations.

- New development and intensification should, wherever possible, be oriented towards the rail network (train, metro, tram and light rail), while overall, the built environment should be designed as compact as possible.

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Ecological intervention as catalyst for rural development: a case study of Yingdong Village in Chongming world-class eco-island

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Keywords: rural planning, ecological development, ecological industry

Chongming, the third largest island in the north-east Shanghai in China, has strategic significances in Shanghai's regional development offering a large amount of greenland and farmland. With the completion of a new bridge in Chongming which connects Shanghai Central City and Jiangsu Province, the local government plan to turn Chongming from a rural area to an urban area for creating more industry revenue. Now it is facing with contradiction between ecological protection and industry development, between urbanization and localization, especially when it claimed to be a world-class eco-island since years before. All the villages in the world are facing the same difficult choice: to be a rural area with decreasing population and depression or to be an urban area by destroying the natural resources.

Yingdong Village is located in the eastern part of Chongming county, which is built by reclamation during the 1980s-1990s. Nowadays, it aims to be an ecological village with great development in agricultural and tourism industries. It is awarded as 'national ecological exemplary countryside' in the mid-2000s. It is an excellent reference for other villages in Chongming or even in China. For a better understanding of it, the authors take interviews and field research in Yingdong Village. Hence, this paper gives a case study of Yingdong Village from three parts.

First, the paper will introduce the main actors in Yingdong Village's development and its characteristic operation system, which made it quite different from the villages around it. In the 1990s, unlike other villages, Party Secretary Lu Wenzhong decided

not to develop manufacturing industry, but to build Yingdong Village as a base of agriculture, forestry, animal husbandry, sideline occupations and fishery. Yingdong Village reformed rural collective property right system and set up Yingdong Village economic cooperatives. Each villager had equity and dividends according to their ages and contribution. The cooperatives provide jobs in tourism, farming and management for all villagers in working age. The village collectives also built a group of cottage and paid a full pension to certain group of people.

Secondly, this paper analyzes the ecological industry in Yingdong Village, including agriculture, eco-tourism and ecological cycling system based on field research. The agriculture provides food to local and regional areas while offering job opportunities to its villagers. The main objective of eco-tourism is to provide a country style environment to urban residents. The resort and local residence which are built in ecological standard protect as much original landscape as possible. What's more, the village consulted some agricultural science experts and formed an ecological cycling system, which enables a harmonious coexistence between locals and outcomers, between agriculture and tertiary industry, between economic development and rural revitalization. By developing ecological industry and ecological residence, Yingdong Village has achieved both ecological benefits and economic growth. Until the end of 2012, there were 84 families and 206 people in the village. GDP was 20 million RMB. Per capita income was 22,000 RMB, while the average in rural areas only reaches 17,401RMB in Shanghai and 7916 RMB in China. Fixed assets were more than hundreds of millions of RMB.

In the final part, this paper will discuss the significant meaning of Yingdong Village in its regional area and what we can learn from it. Recent years, planners have paid much attention in urban areas, where a large proportion of human-related activities and economic activities happens. However, as what Sir Patrick Geddes pointed out one hundred years ago, rural areas and urban areas make up a region together. The rural is a support for the urban development by reducing urban environment problems, by solving food shortage in cities, by providing place with high quality environment. We can not turn blind to rural areas and we must take active action to prosper them. Ecological development in rural areas with ecological industry and

ecological construction is an ideal solution for rural areas, taking Yingdong Village for example.

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Planning and peri-urban spaces: a case study

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The current Brazilian urban landscape is not very attractive, be it because of the high costs of living associated with housing, as well as transportation between cities, or because of the worsening quality of life. Due to these negative circumstances and the presence of a strong regional network of highways, rural spaces are becoming more and more attractive for people who live and work in metropolitan areas, creating regional decentralization among people and operations, allowing new forms of living in rural areas that are more and more urban.

The urban diffusion or metropolization of territories (INDOVINA, 1998) is relatively new to Brazil, as exemplified by medium-sized cities (AMORIM 2007, AMORIM, RIGOTTI, CAMPOS 2007) as strategic players in this phenomenon, due to the high adaptability of the individual characteristics of each region (CONTI, 2013).

These new processes transform and redefine transportation patterns, housing options, as well as the localization of the productive, commercial and service sectors, in addition to the reasons and tendencies associated with the territorial distribution of peri-urban areas (CICCOLELLA, 2012).

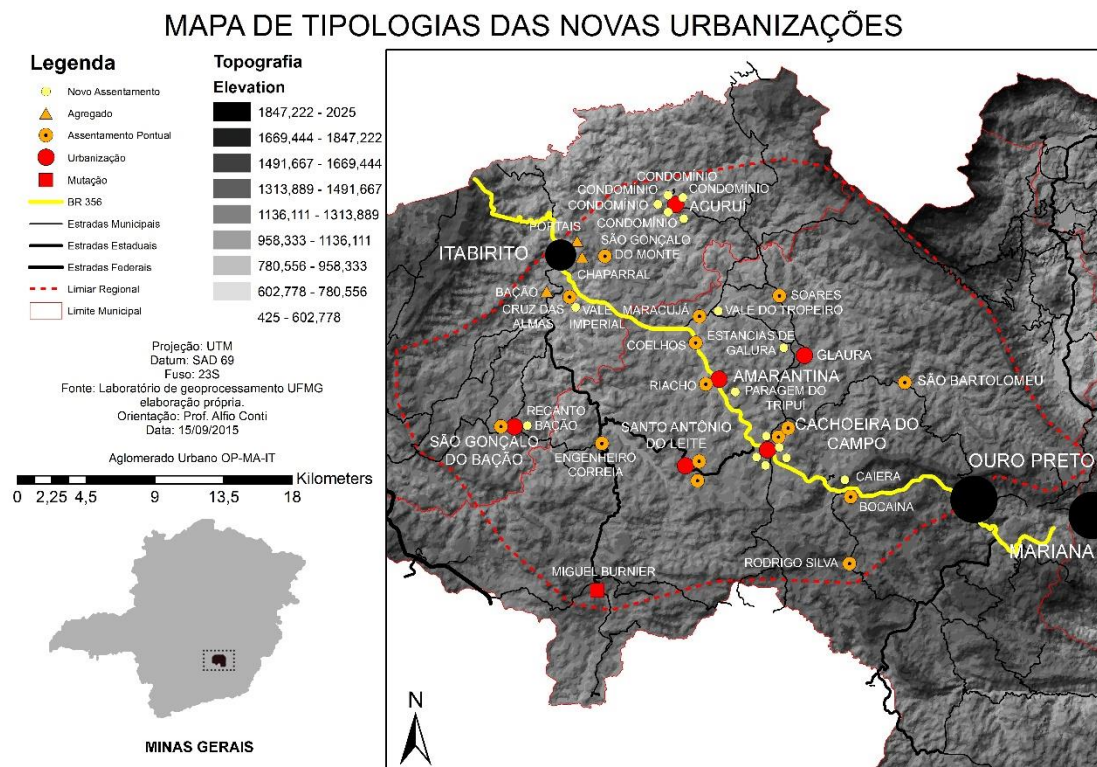
In this new reality, there's a gap between the urban diffusion of the territory, and the instruments of local and regional planning and land use. These tools have not yet succeeded in assimilating the changes in course that have presented themselves in the absence of urban strategies that take into account both the transformation of this space, as well as the absence of regulatory instruments.

The hypothesis of this study argues that the main tendency of the process of urban growth in peri-urban areas is tied to the logic of the very market that takes advantage of the pressures of urbanization, and above all, of the inadequacy of the regulations as well as urban and regional planning at a regional scale.

These processes should be explored in order to foster the elaboration of development and land use plans that are capable of establishing territorial control, and to update and adapt standard urban instruments on a local level.

The case study is located between two of the three cities that belong to the cluster composed of the cities of Ouro Preto, Mariana, and Itabirito, which compose the central sub-region of the east/ southwest region of the perimetropolitan region of Belo Horizonte. This space is framed by the 356 road and has an ample amount of urban settlements in this 29 kilometer stretch. On this stretch, 7 significant urbanizations are found, belonging to the cities of Ouro Preto, Itabirito, as well as another 20 smaller municipalities.

Figure 2- typology map of new developments. Source: Own Elaboration



To implement this study, an all-encompassing body of fieldwork was used, facilitated by Google Earth, by ArcGIS software, and by the database made available by the GIS Laboratory of the Department of Urban Planning at the School of Architecture of the Federal University of Minas Gerais.

This space that was studied is of huge importance because it represents the urban growth area of the cities of Ouro Preto and Itabirito. Due to certain physical and

geographical conditions present in Ouro Preto that are difficult to overcome, the expansion of its urban area is restricted, and the surrounding settlements covered in this case study meet the needs of the city's population demands. Itabirito, for instance, has opened itself up to the population segment looking for weekend country houses.

The settlements that have stood out as the settlements with the best urban conditions are the districts, having grown faster and become attractive spaces for emerging real estate ventures led by inhabitants with medium to upper class socioeconomic status.

Among the most significant urbanizations, Cachoeira do Campo and Amarantina play the important role of multifunctional centralities, polarizing close urbanizations such as Santo Antônio do Leite and Glauro, which are both classified as residential hubs.

Cachoeira do Campo and Amarantina together, due to their central and accessible location, as well as favorable physical and geographic conditions, garner higher degrees of growth compared to other urban centers in the cluster.

Further away from the aforementioned urban centers, due to the relevance of certain qualities of their landscape, Acuruí and São Gonçalo do Bação stand out for their land subdivision and blending ventures, forming residential centralities.

Analyzing the planning instruments adopted by the cities of Ouro Preto and Itabirito, it is clear to see how advantageous it would be to adopt a zoning policy that would incorporate these new urban centers, which currently do not possess a general vision of the entire region together. This significantly limits the control and efficacy of these instruments.

This growth process has been gathering both popular and economic support alongside services and urban infrastructure, altogether improving the accessibility of the geographical space and reinforcing its importance to this urban cluster.

These spaces, however, are not complete and autonomous, as they still depend on services such as education, health care, recreation, as well as sources of employment offered by medium-sized cities in the cluster, generating waste that should be minimized with the establishment of, firstly, communal areas, which will strengthen these new hubs, and then the implementation of productive activities.

The tendency is a city model that is even more diffuse and extensive. The hypothesis, based on this study, is showing itself to be more and more true in peri-urban areas, demonstrating that this should be faced by local management organizations by regulating influential players that control this growing space, mainly the real estate market, which see these areas as a territory to be conquered or purchased, as long as urban features like shopping centers, infrastructure, and access roads, continue to be areas of expansion (CICCOLELLA, 2012).

There is, therefore, an urgent need for the creation of urban planning instruments on a regional scale which can incorporate peri-urban spaces into territorial policies, otherwise they will very likely turned into merely strategic spaces for market appropriation.

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Assessment of "social" and "economic" sustainability in peri-urban territories: a proposal of methodological framework and its application to Lisbon Metropolitan Area

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Keywords: Sustainability assessment; Economic and social sustainability; Peri-urban territories; Evaluation methodologies; Metropolitan planning; Lisbon Metropolitan Area

Carried out within the framework of the multidisciplinary research project PERIURBAN (Peri-urban areas faced with the challenges of sustainability: developing scenarios for Lisbon Metropolitan Area) this article aims to propose, discuss and implement criteria for assessing the sustainability of peri-metropolitan territories at the social and economic level, starting from its application to the specific case of 5 parishes in Lisbon Metropolitan area.

The peri-urban territories have gained a renewed interest in contemporaneity, in the face of the challenges of sustainability. However, the exploitation of its potential requires an approach that goes beyond the classic urban perspectives of a space to be consolidated and (re)developed. To that extent, a more comprehensive perspective is required, focused on their specific needs and their particular aptitude to contribute to an increase of the life quality of the population. Recognizing that the opportunity of these territories lies in the ability to integrate multiple sectoral policies and visions in the territorial planning process, the PERIURBAN project intended to develop scenarios with a view to identifying the main constraints and potentialities of the peri-urban areas, with the active cooperation of the stakeholders involved in its change.

In the first phase of the project a typology of peri-urban spaces in the Lisbon Metropolitan area has been identified, starting from a thorough diagnosis, at six different levels (Mobility; Identities and Experiences; Natural Elements; Territorial Functions and Topology; Land Occupation; Economic Activities), which made it possible to map, based on a cluster analysis, a set of different types of parishes in Lisbon Metropolitan Area, among which we have defined 5 types of peri-urban territories.

In a second phase of the project, and drawing upon a more detailed analysis, based on quantitative and qualitative methodologies (including, but not limited to, conducting interviews, the application of a survey and a discussion of visual material recollected and of visual observation made on the territories concerned), we proceeded to an in-depth study of 5 parishes which were assumed as representative of each of these clusters (Nossa Sra. da Anunciada; Sarilhos Grandes; Poceirão; Vialonga and Agualva), considering the challenges to the sustainability of these territories within the timeframe given by the project, based on a characterization of the current situation and a discussion with local stakeholders on scenarios for its future development. This analysis was based on an in-depth evaluation carried out at five distinct levels, which constitute what we've called "the pentagon of sustainability": the "physical" system; the "ecological" system; the "social" system; the "economic" system; and the "institutional" system. For each one of these "systems" a methodology was developed in order to access the conditions for sustainability in that particular field, and specific analytical tools were put in practice.

The work presented in this article fits in this phase of the work. We aim to present here the methodological process and the results relating to the evaluation of sustainability, at the present time, in two of those analytical dimensions: the "economic" and "social" dimensions of sustainability.

After a brief introductory section, in which a general framework of the problematics and the objectives of the work is made, the second section presents a contextual overview about the Periurban project and a explanation of its objectives and methodologies, including a brief reference to the first phase of construction of typologies of peri-urban areas on Lisbon Metropolitan Area, leading to the choice of

the representative parishes. Then, in section 3 the proposed framework for the assessment of sustainability in these territories is presented. The several dimensions of analysis considered in the social field ((i) Equity and access; (ii) Social cohesion; (iii) Social diversity; (iv) Identity and sense of place; (v) Wealth and quality of life) and in the economic field ((i) Capability of economic polarization/attractiveness; (ii) consistency of the productive structure and specialization base; (iii); Living standards, consumption and wellbeing; (iv) Degree of trust, uncertainty and expectations) are presented in detail, as well as the respective indicators and sub-dimensions which were used. Some practical issues regarding its implementation with regard to the sources of information used/available are taken in consideration and briefly highlighted. In section 4 the results of the practical application of this analytical grid to the parishes of Lisbon Metropolitan Area are discussed, through the presentation and analysis of the data obtained. Finally, in section 5, in a brief concluding not, the potential and limitations of this exercise are discussed, including some of the precautions to have with the use of the analytical framework which is suggested in this article.

A Critical evaluation of the latest regional planning efforts in Turkey

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There are a series of problems and issues planners face that are best dealt with at a regional scale such as air quality, water quality, habitat protection, transportation planning, urban sprawl (land use and growth management), economic development and social equity (Wheeler, 2000). However, regional planning is easier said than done. Planning usually occurs within administrative boundaries but economic development and environmental systems transcend these. Most of the time political boundaries do not reflect an economically, ecologically and socially functional region (Calthorpe and Fulton, 2001). When the region is ill-defined planning may not achieve its goals. Planning powers and authority are usually fragmented among competing local governments and agencies with different missions.

The new millennium saw the first systematic regional planning efforts in Turkey to guide development. While there have been regional plans since 1960s these have been ad hoc, on a needs basis. The purpose of the earlier plans was to bring some order into the development taking place outside municipal boundaries due to the rapid population growth. However, these plans were not well defined by law at the time resulting in unceasing arguments over the function, content, scale, quality, legal basis of the plans as well as the responsibility and authority to make them (Tekinbaş, 2001).

By mid-2000s a series of new regulations (Environmental Law 2003, Metropolitan Municipality Law 2004, Provincial Special Administration Law 2005) prompted preparation of regional plans for most of the country. Compliance with the European Union Accession Partnership document resulted in the establishment of regional development agencies (Law Regarding the Establishment and the Duties of Development Agencies 2006) which added an additional layer of complexity to

Turkey's regional planning system and in some places this resulted in three parallel regional plans being prepared for the same geography. While some of these plans were supposed to be nested in a hierarchical order in some cases the lower order plan was prepared first. Plan boundaries and responsible agencies were controversial and many of the resulting plans were cancelled after court cases and laws governing these plans were amended. This paper intends to review the history of regional planning in Turkey and then critically examine the latest systematic regional planning efforts against best practice regional planning to identify problems and areas of improvement through the case study of regional plans of Izmir, the province containing the third most populous city in Turkey.

Preliminary work suggests problems with the hierarchical structure of the plans, designation of plan/regional boundaries and fragmentation of authority. Public Works Law of Turkey set up a hierarchy of plans and required lower level plans to be consistent with higher level plans "if they exist". In practice, there was no requirement to make regional plans and this caused a break in the hierarchical chain early on. In addition, there have been long standing confusion over who has the authority to make the sub-regional plans (Metropolitan Area Plans and Master Plans) due to the Law not specifying the responsible organizations for the master plans (Silahtar, 2001). Planning boundaries of the new regional plans have also been controversial. It was bad enough that the Master Plans were based on administrative provincial boundaries, but the designation of the boundaries of Metropolitan Area Plans were even worse and was more severely criticized. The Metropolitan Municipality Law has been mockingly called the "Compass Law" as the rule used for expansion of metropolitan boundaries for which the plans would be made involved taking the provincial government office as the centre of the town and drawing a circle with a certain radius whose length was based on population. Obviously, such a geometrical criterion has nothing to do with what constitutes a socio-economically functional region. Fragmentation of authority when it comes to regional planning is both horizontal and vertical. Horizontally the authority is shared between municipal and non-municipal areas (municipal vs. provincial administrations headed by elected vs. appointed officials respectively), between neighboring municipalities, and between neighboring provinces. At the national level

horizontal fragmentation is between competing ministries. Vertical fragmentation is between the central government and local governments. This involves the master plans prepared by the Ministry of Environment and Forestry and Provincial Administrations as well as the development plans prepared by the municipalities. Furthermore there are a number of organizations with authority to make plans of regional significance such as the authority to designate Organized Industrial Parks by the Ministry of Industry and Commerce and the authority of designating and planning Tourism Zones by the Ministry of Tourism and Culture and the Cabinet. This means other organizations making regional plans covering these areas have no authority within these designated zones and centrally made spatial planning decisions such as Organized Industrial Parks, Tourism Zones etc. may also create a conflict with local development plans.

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Bridging food commons and planning: exploring a dialogue between consumer cooperatives and socio-spatial strategies in Istanbul

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Emerging trends regarding the food supply for urban consumers trigger growing interest of research and policy in urban and regional planning agenda, which once considered as external for urban dynamics. Offered to be defined as “new food equation”, prominent researchers unfolded these emergent trends as decreasing affordability, reliability and security of food supply. Also increasing discontent and objection of urban citizens for such circumstances, apparent transformations of eco-systems related with agri-food sector in the era of globalization and new land conflicts triggered by the growing demand on food by increasing numbers of urban consumers have been the popout headings.

Concept of Alternative food networks (AFN) became a far-reaching research strand and policy based tool to cope with emerging trends of food supply, considering urban consumers and rural (or so called peri-urban) producers. AFN literature and policy practice offers contemporary research agenda topics regarding future attempts to deal with food supply of urban areas in regional and local scales. These topics include on the one hand an evaluation of the potential and limits of local food networks to illustrate whether they are ecologically sustainable in environmental level, just enough to promote more integrated and embedded social relations across urban and rural settings in social level and healthy enough to respond to food crises. On the other hand they require creating new ways of policy-making to suggest or force grassroots initiatives and local governments for new institutional structures to maintain food-supply. In this sense, AFN traces for embeddedness, territoriality and institutionalization in local, and also global scale.

Accordingly; bridging urban consumers and farmers, triggering active food democracy, strengthening social relations, reducing negative attributes of global commodity chains and helping agricultural producers to develop agro-ecological production methods can also be listed as the pathways of urban-rural interactions in the context of food production and consumption. Local food networks demand for these crucial dimensions to cope with issues of localism. Such an attempt needs on the one hand dealing with power relations regarding marginalized producers seasonal food products and disadvantaged urban citizens to access healthy food within a territory. On the other hand it also have to deal with conditions of disadvantaged agricultural producers in the Global South reach to urban consumers together with the diminished role of middleman. Dimensions and challenges of AFN also offers a new agenda for urban and regional planning research and practice. In order to meet grassroots movements, local initiatives and non-governmental organizations acting to develop local food networks in terms of embeddedness and territoriality dimensions and public institutions, local governments and policy makers in terms of governance, urban and regional planning discipline should expand its current socio-spatial agenda. Inclusion of AFN concept and practice in spatial planning theory and practice needs a reconceptualization of urban-rural interactions, basically new socio-spatial relations between food producers and consumers. Also, theory-practice challenge of the discipline take cities into consideration as food policy actors to re-localize food networks, re-scale and re-define local food systems, conceiving new institutional forms like food policy councils as emerging tools for spatial planning agenda.

In this regard, food production-consumption relations (alternative food networks), consumer's practices and attitudes (prosumerism), new movements of food consumers (short food supply chains) will be considered as our framework. So, alliances between İstanbul citizens and farmers, will be in our scope to relate theory and practice. We aim to (1) Understand food production-consumption relations (alternative food networks) and changing consumer's practices and attitudes (prosumerism) as new movements of food consumers. (2) Analyze farmer organizations, cooperatives and short food supply chains. (3) Elaborate urban-rural interactions as the capacity for rural development. Depending on these objectives we'll

explore the emerging local AFN initiatives in Istanbul Metropolitan Region and struggles to maintain short food supply chain between producers in rural regions of Turkey and urban consumers of Istanbul, in the circumstances where local governance lacks any vision of food policy. Increasing consumer awareness on food and grassroots movements rising power on urban struggles include the initiatives that struggles for developing new forms of food producer-consumer connections. Organized as consumer cooperatives and associations, several initiatives improving their connections with small scale farmers in various regions of rural Turkey. These emerging AFNs in Istanbul experience finding their own ways to improve their connections across urban and rural settings without any institutional equivalent in local, regional or national level. In order to explore AFN initiatives socio-spatial relations in Istanbul, we will be presenting two consumer cooperatives practice, expectations and objectives according to our observations and interviews. Considering dimensions as embeddedness, territoriality and governance arrangements, we will be presenting current strengths these initiatives have been developed until now and possible pathways to lead to local food policy in regional scale.

How is the *Regional Planning Strategy*, a new tool in the planning and building act 2008, been implemented in Norwegian counties? To what degree is the regional planning strategy functioning according to the planning and building acts' intentions?

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The new Planning and Building Act of Norway (PBA) from 2008, introduced a new tool in regional planning, named the Regional Planning Strategy (RPS) (PBA 2008). This paper aims at evaluating how this new tool is understood, interpreted and implemented as practices. The evaluation is conducted as a part of, but also as a supplementary research project to the comprehensive evaluation EVAPLAN2008 of the planning section of PBA. EVAPLAN2008 revolves around the extent to which PBA works in line with the intentions of local and regional planning.

Planning legislation in Europe is constantly changing, ranging from adjustments to major amendments (Miljøverndepartementet 2007-2008). A common feature is a call for coherence and comprehensiveness enabled by strategic planning (Salet and Faludi 2000). Our RSP evaluation of the Norwegian adaption to this European trend will contribute to a broader understanding of how the concept of strategic planning is understood and implemented within different institutional contexts. We will draw lessons learned from relevant evaluations in European countries, and in particular from countries that have similar planning strategy provisions, such as Denmark (Sehested, Groth, and Caspersen 2008).

Document studies and interviews from the first round of regional planning strategy work in the Norwegian counties 2011/2012 constitute the basis of the evaluation, together with experiences from the trial period (Skjeggedal et al. 2011),

which formed the basis of the ministry's directing document (Miljøverndepartementet 2012) . It may also be appropriate to interview people who have experience with relevant planning practices and implementation research in other countries.

Theoretical approach – explanation approaches

Leaning on theories of implementation (Hill 2013), earlier research of regional planning (c.f.Vareide, Møller, and Jensen 2002, Higdem 2007), a national survey in 2012/13 on the status of regional planning strategies (Langset and Nilsen 2013), and an evaluation of one county (Higdem and Hagen 2015), we expect to find variations in how the RPS is implemented in the 19 counties of Norway. Consequently, we expect to find differences in whether or [to what extent](#) the counties' RPS' function related to the PBA's intentions. Variations in implementation can be explained from several approaches. First, implementation theory provides explanations in such top-down situations. Second, the notion of path-dependency (Page 2006) enables explanations on the direction and pace of change as a long established planning practice permits. Third, implementing a new tool calls for paying attention to its origin. RPS can be understood as a 'model that flows'(Røvik 2002) between different institutional contexts, as European countries, and how models are translated (Røvik 1998) and hence transformed and adapted into another context. Finally, theories of governance (c.f.Sørensen and Torfing 2007, Albrechts, Healey, and Kunzmann 2003, Healey 2006, Veggeland 2004) help to understand the complexity of actors at regional level involved in decision-making of the RPS, and therefore influence how a new tool is interpreted, shaped and implemented as practice. At a later stage, this project will depict what sort of strategic planning Norway is aiming at represented by the RPS (c.f.Salet and Faludi 2000, Healey 2006).

The intentions of the PBA

The main goals for, and the intentions behind inserting such a new tool into the regional planning system was to make the political priorities for regional planning more targeted and increase the regional planning's efficiency and flexibility (Miljøverndepartementet 2007-2008), which were heavily debated issues within the former PBA and its practices (c.f.Falleth and Johnsen 1996, Higdem 2001, Asmervik and Hagen 1997, Vike 1995, Røsnes 2001). Additionally it was important to establish

the principle that regional elected bodies must have responsibility for the development of the region. In short, *'the planning strategy shall give an account of important regional development trends and challenges, assess long-term development potentials and determine which issues are to be addressed through further regional planning'* (PBA 2008, 7-1). Finally, the RPS were understood as a better instrument for implementing central state's policies and a tool for coordination between the major planning actors of the region (Miljøverndepartementet 2004).

Figure 1 describes the new regional planning system from 2008. The RPS is a tool defined as a *strategy* of the planning activities, *not a plan*, and now the only mandatory element in the regional planning-system. Figure 1 illustrates that the start-up of an actual regional (master) plan of a territory or within a sector or a theme, is the result of the Regional planning strategy.

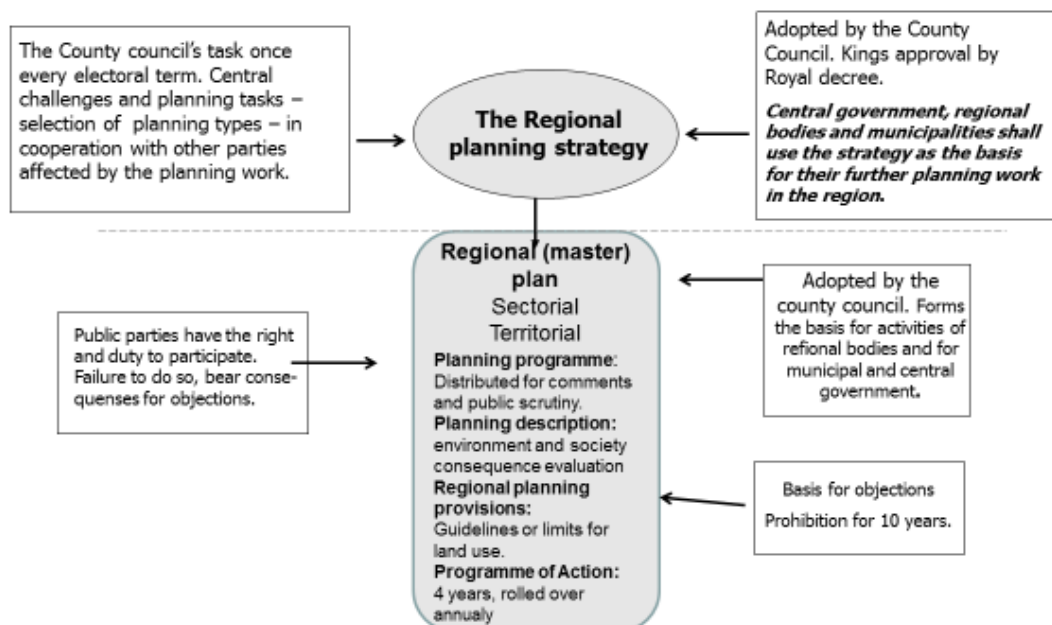


Figure 3: The Regional planning system of Norway (Higdem 2012).

Increasing the efficiency of regional planning is done by abandoning the former mandatory comprehensive county plan, and replacing it by deliberate regional planning related to some identified vital challenges. Hence, the RPS is to give priority to planning by necessity rather than planning by duty. Flexibility is to be achieved by giving the

cooperating parties of the RPS the opportunity to choose between planning forms in accordance with the PBA.

The regional planning strategy shall also contain an overview of how the prioritized planning functions shall be followed up, and the arrangements for public participation in the planning work.

Even though the county council is the regional planning authority which adopts the RPS, the RPS is to be prepared in close cooperation with the municipalities and the regional state or other state bodies. The county council may also invite other organisations and institutions to participate in the preparations of the RPS. Finally, the King approves the Regional planning strategy. The King's approval implies a third intention of the lawmakers, namely *commitment* from the central government to regional planning, which influence the aim of increased efficiency of regional planning. When the approval is given, the Ministry of Local Government and Modernisation in cooperation with the other ministries have assessed that the RPS do not counteract central Government's goals. Moreover, equally as important, the approval commits the central and the regional state bodies to the coming planning activities.

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Influences of city-county consolidation on the conception of urban-rural planning and development: a case study of Tainan city, Taiwan

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Keywords: Urban-rural planning, city-county consolidation, planning concepts, Tainan city

Different forms of state rescaling and local government reorganizations—including city-county consolidation, annexation, merge, interlocal agreement, and special district—have been considered plausible strategies to deal with cross-boundary environmental and economic issues, such as climate change, watershed governance, global competitiveness, smart governance, and so on. In Taiwan, national and local governments regard city-county consolidations as one of the effective approaches to deal with the issues. In 2010, three city-county consolidations were approved and conducted, including the consolidation of Tainan city and county governments. For the national government the consolidations is a necessary administrative action in coordination with the needs of national land planning and regional governance, but for local governments the consolidation deeply relates to the issues of local finance, administrative efficiency, spatial governance and development. The results of consolidation will directly influence the life of local residents, the quality of public service and the development of urban and rural areas.

From a perspective of regional and rural planning, the benefit of consolidation seems great. Before consolidating, the city and county governments not only lacked coordination, but competed to each other in certain conditions, such as fighting for national subsidies and investments, and eager for industrial and residential developments. The national government expects the consolidation will lead to a more appropriate, cohesive and balanced spatial development and land management in urban and rural areas. Nonetheless, the expected result is not as a matter of course.

In the process the consolidated government has faced a series of institutional challenges in order to respond to the new jurisdiction, boundary and socio-political situation. For spatial planning, the process involves the needs not only to adjust institutional arrangements and to form new organizational culture, but also to reconceptualize the urban-rural relationship and its correlated spatial issues, and to reconstruct planning concepts and discourses in response to the new spatial concept. This reconstruction involves articulation between certain problems—which are recognized as essential and underpinned by the new conception of urban-rural relationship—and given solutions. The process is inherently political and will consequently influence urban-rural development a lot. But less attention has been put on this issue in previous urban-rural planning or city-county consolidation related studies.

In light of this, via literature analysis, in-depth interviews and discourse analysis this research will explore whether and how the consolidated government of Tainan City reconceptualizes the relationships between urban and rural areas, and whether and how the concepts influence the institutional arrangement and practices of spatial planning. The research results will advance the knowledge of relationship between city-county consolidation and urban-rural development, and deepen the understanding of the role of concepts in institutional design and practices of spatial planning.

Paradigms in conflict: new perspectives for the regional development in the Brazilian Semiarid region

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This article presents the political project of coexistence with the Brazilian Semiarid (CSA), which is being developed and defended by a regional network in order to lead to new policies and a new paradigm of development. The objective of the article is to analyse the conception of regional development inner to this new paradigmatic proposal, showing that a more socially just development is possible in the region.

According to the Brazilian Institute of Geography and Statistics in the Brazilian semiarid region lives 13% of the national population and it represents 11% of the Brazilian territory. Here we can find 60% of the Brazilian population that lives in extreme poverty condition and half of its population (more than ten million people) has no income or merely depends on governmental benefits. The region is characterized by a social structure based on a concentration of wealth, income, water and land. At the same time, it is an area susceptible to a threatening desertification process. It is characterized by economic stagnation, dependence on government resources and low human development index. This poses the urgent need for public policies that can reverse this dramatic situation.

The CSA regional network, composed by non-governmental actors and research institutes, develops a bitter critic of government policies and the interventions implemented in the region. These actors share a common understanding of the causes of abuses and injustices in the semiarid territory that are found in the regional development paradigm that aims to fight the drought. It is a paradigm of the modernity that, in order to guarantee a certain type of development, stimulates an occupation of the territory defined by economic exploitation, a fragmented and technical vision of reality and of the alternatives to overcome its limits. This is a paradigm defined by

concepts, practices and policies that still dominates government policies in the semiarid region.

From 1980s social movements and some research institutes have developed proposals and practices guided by the concept of coexistence with the Semiarid, in opposition to the idea of fighting the drought, which means understanding the coexistence as a combination of appropriate economic activities and quality of life for the population. In this way it was structured and developed a new way to see and operate in the territory as a result of a project of collective construction by the large CSA regional network.

This new paradigm operates a deep shift in thinking, perceptions and visions about the Semiarid region. It overcomes a mechanical and anthropocentric vision for a more holistic and ecological one, which interprets the reality in terms of relationships and integration. The Semiarid turns to be a space where the coexistence between humans and nature can be built or redeemed, based on environmental sustainability, quality of life for rural families and appropriate economic activities. This means, for example, prioritizing familiar water harvesting systems, agroecology and commercialization for small farmers, as well as encouraging the creation of small animals and the political participation of popular groups and social movements networks.

The discourse in defense of coexistence was partly absorbed by public bodies, which led to the implementation of programs based on these principles, such as the 1 million Cisterns Program (P1MC) of the Ministry of Environment (MMA). In 2004, the National Plan for Regional Development resulted in actions such as the Strategic Development Plan for the Semiarid (PDSA) and the Integrated and Sustainable Development Program (CONVIVER). Nevertheless, there are still substantial differences between the conceptions of development, sustainability and coexistence proposed by the CSA network and by the government.

In the PDSA, for example, the idea of sustainability has its own characteristics by giving priority to innovative and large scale actions, including irrigated agriculture, agribusiness and mining. This is clearly an interpretation of sustainability that is incompatible with the position of the CSA network. The network declares the

unsustainability of such activities that would perpetuate the exploitation of the territory and its resources, the concentration of land and water at the expense of the agrarian reform and of small farmers.

The theoretical approach adopted is based on a conception of development based on the theories of Amartya Sen and Boaventura de Sousa Santos. From the methodological point of view it will be analysed the discourse of the CSA network and of public bodies in official documents such as laws, acts and statements, as well as semi-structured interviews in the field. So the official discourses will be complemented with concrete and real experiences of coexistence.

Designing a framework of indicators to assess regional sustainability and form spatial planning priorities

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Sustainable development is the “*development that meets the needs of the present without compromising the ability of future generations to meet their own needs*” (Brundtland, 1987). Its main priorities are to enhance economic development, advance social equity and ensure environmental protection (Leiserowitz et al., 2006) by linking what should be sustained (e.g., resources) with what should be developed (e.g., infrastructure) and the emphasis has often differed from extremes of “sustain only” to “develop mostly” to various forms of “and/or” (Kates et al., 2005). Many studies acknowledged the role of spatial planning in this process (Brackhahn B., & Kärkkäinen 2001; Adams et al., 2012; Nadin & Stead, 2008).

Indicators provide the possibility to find economic, social and environmental impediments and are also useful tools to communicate ideas, thoughts and values (Kaptagaeva, 2013). Therefore, they are the most appropriate means to measure the level of sustainability of an area and to promote relevant policies (UN, 1992). It is profound though that using indicators to evaluate the level of sustainability requires constant feedback information and data spatially and timely focused (Vagiona et al., 2010).

This study aims to assess the fulfillment of sustainable priorities in a member state of European Union (EU) and to outline the principles spatial planning should follow to achieve sustainable development's goals. The proposed methodology is based on using indicators to measure sustainability. However, identifying the appropriate indicators to assess economic progress, social and environmental priorities is a challenging venture. Many approaches to choose the optimal indicators

are recorded in the literature (Bell & Morse, 1999). In this study, the criteria used for the selection of indicators are: i.to be compatible with the European Strategy for Sustainable Development, ii.to consider indicators proposed by International Organizations (e.g., UNEP), iii.to find indicators provided by EUROSTAT. The selected indicators are grouped into categories according to the aspects of sustainable development (economy, society, environment and governance). In this way, it is ensured that the most significant aspects of sustainable development are analyzed adequately. The selected indicators are further categorized into relevant issues. The environmental indicators are related to energy, waste, biodiversity and built environment. The social indicators are related to demographic dynamics, education and health. The economic indicators are related to unemployment, GDP, wealth, and tourism. Finally, certain institutional indicators are analyzed. The analysis is performed at the regional level because, during the last decades, the role of regions is continuously upgrading in the EU's regional policies. The stepwise approach to the indicator application process is as follows: i.data for each indicator are gathered ii.data is attributed to one of seven appropriate classes and transformed into class values from 0 to 10 based on predefined ranges and iii.the class values are averaged for each issue and summed to receive a total score for each aspect of sustainability as well as the overall score of sustainability in each region. Furthermore, Geographic Information Systems are used to facilitate comparing spatially the results produced. The case study of this research effort is Greece.

The results reveal major differences among the regions of Greece. The level of sustainability regarding economic and social issues is far from satisfying. The same conclusion is valid for the environmental issues although the policies implemented by the EU during the last decades have minimized various pressures. The primary cause of this situation is the economic crisis, a phenomenon that was significantly maximized by the diachronic deficiencies of the Greek spatial planning system. Spatial planning system in Greece belongs to the so-called "urbanism" planning tradition (CEC, 1997) and until recently was dominated by issues of physical planning. It is characterized by many and often contradicting laws, regulatory framework, lack of efficient control mechanisms, inefficient adaptation to the constantly changing economies, lack of

coherence among the levels of government, etc. Consequently, the effects of the ongoing crisis on sustainability issues are difficult to be minimized unless Greek spatial planning solves all the above long prevailing problems and transforms into a flexible process adapted to each region's needs, requirements and characteristics.

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Study on methods to solve population loss in rural areas of China - From the perspective of urban and rural development

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Until the end of 2014, the rate of urbanization in China has exceeded to 54.77%, which means more than half of China's population has come into the city. The following urban problems are serious, since most of the cities are overloaded. Particularly in metropolis and megacities, environment and resources are under great pressure. Meanwhile, the population density of rural areas is decreasing to a extremely low level. The gap of development level between rural area and the city has already been great. A lack of developing motivation, lagging in agricultural science and technology, makes it difficult for rural areas to face the serious problems. Furthermore, losing population causes things to turn even worse. Therefore, in order to ensure the harmonious development of both urban and rural areas, promoting rural development has become the core issue of urban and rural development research. However, the key point of the promotion is how to guide squires or Innovators back to their hometown and train more capable people.

Firstly , this paper illustrates the current situation of population loss in China's rural areas. Through the analysis of the data we obtained conclusions which are:

1. young people are the main body of the population who move out from the rural areas.
2. Most of these young adults favor to go to the southeast coastal cities or developed cities like Shanghai, Guangzhou, Beijing. In addition, the left-behind people in rural areas are mostly vulnerable groups, including the elderly and children.

Secondly, this paper attempts to use the theory of Lewis turning point and Kuznets curve to explain the above phenomenon. Through literature reviews, investigations and

interviews , the main reasons of young labor flow to megacities has been found out, which includes two points:

1. The expectation of income growth in rural household drives them to the city to pursue higher income level and to obtain more surplus funds.
2. Due to the limit of knowledge, rural labor force is mainly engaged in physical labor in large cities. Young adults have more physical advantages than the elderly and children. If the elderly and children migrant together with young adults to the city, they will not only earn less income but also increase living costs. Therefore, the comparative advantage of young adults becomes the main reason for them to be the main body of migrant workers in big cities.

Finally, on how to guide Innovators back to their hometown and promote rural development, this paper gives two suggestions, which are:

1. The rural labor force should be guided to urbanize in situ. The measures include raising the urbanization costs in megacities and reducing the urbanization cost in small and medium-sized cities. Through this way, they could get more money in the local area. This paper also described the cost of urbanization in China and the way of reducing the cost. This suggestion could provide opportunities for migrants to live in towns and solve part of the migration problem, at the same time, there is still a choice of large cities to the rural population, since the lack of consideration of rural development. Influenced by the bonus of agricultural registered permanent residence policy, more rural population is unwilling to give up agricultural registered permanent residence and their farm to live in cities. Therefore, the fundamental of rural development is promoting the development of rural industry.
2. Energetically develop rural industry in the light of local conditions. An example of a Chinese village whose name is Linjiang has been used to show that realizing the farmers' employment and increasing local income are the fundamental and most efficient ways to solve current migration problem. Villages in China have big differences in nature resource and environment, so some villages are suitable for the agriculture development and some suitable for the industry development or tourism development. Linjiang village is a common village in Guizhou province of China, local residents' income was not high, the proportion of migrant workers reached 60% of the

whole village population. Since 2012, the proportion of migrant workers has reduced by more than 30%, through the construction of large agricultural sightseeing tourism projects by local farmers like Jiulong agricultural industrial park.

Representations on contemporary rural property: nature as a “consumer dream” in Brazilian real estate Market

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Access to land is a symbol of power, safety as a shelter, well-being and livelihood, as well as something that can be easily converted into currency. In addition to its primary functions, the land was, in our political context, socially transformed into a consumer good laden with symbolism. We have as a research question the representation of rural property in Brazil, aiming to investigate the growth of gated communities, the notional of rapprochement with nature and its environmental consequences. Our methodological approach is through case study, backed by a bibliographical revision and systematization of both official and press material on the subject.

The necessity of being informed about the world, in order to adjust ourselves and dominate it, is the reason why we create social representations (JODELET, 1989). We corroborate with Agier and his reflections on interpretation and representation: “Interpretations can be implicit on practices and interactions and the observer must reveal them: what such and such practices mean from the point of view of the social significance in which they occur?” (2011: 148). For Velho, usage from an individual’s discourse: “implies ‘acceptance’ to its existential experience expressed into its own words” (1973: 92).

We observe that rural property can be conceptualized through several prisms, as shown by the terms rural, field, nature, amongst others. The diversity of nomenclatures anchored by the complexity in rural spaces, characterized in the last decades by the intensity of the economic impacts and promotion of local development. The distinctions marking the rural - urban binarism were attenuated in recent years by a process of urbanization in rural areas, which stopped being perceived purely

agricultural. Carneiro (1999), presents two phenomenons occurring in rural areas: first, the reduction of available agricultural jobs and the increase of people performing non-agricultural activities; secondly, the occupational patterns in rural areas, often related to leisure and/or habitation, referencing to a romantic and bucolic notional of rural areas.

The recent forms of occupation of the rural space are usually followed by a reconstruction of belonging relations with the rural life, as well as the interests that normally go along with with them, such as a healthy relation with the environment, which is not always taken into consideration by real estate enterprises, especially the ones located between the countryside and the cities, in the periurban zones, the most favored place by rural gated communities. The contraposition of values and expectations between a livelihood in a rural environment and an urban routine exposes the fissures that these spatial and symbolical displacements can generate.

The expansion of gated communities, both horizontal and vertical, has been a tendency in Brazilian cities for the last 25 years. Aimed for the middle class, which possesses considerable financial assets and capacity to contract debts, these gated communities are located outside central areas, therefore being able to benefit from the low land values which makes them viable. Such communities bring new spaces and relations to the periphery and rural areas, segregating themselves, usually, from the localities outside their walls and security apparatus (LAGO, 1999: 14, 15). They are, therefore, characterized by a new “way of living” which brings together modernity and security, but are generally situated in areas with precarious services and infrastructure (LAGO, 1999: 15). Residences are created with an absence of dialogue between the communities and their surroundings.

From such communities’ repertoires, we can highlight those that, as characterized by Azevedo, are located in far away places but possesses quick access to more privileged and central areas of the city (2007: 27). This is the situation of the case study in which this project is based on, the new enterprises in Barra de Guaratiba, a neighborhood in the west region of Rio de Janeiro (Zona Oeste). The gated communities growing in the last two decades are publicized highlighting the proximity

to the most privileged parts of town due to the easy access through the recently constructed Grota Funda tunnel and the exclusive line of the BRT (Bus Rapid Transit).

The Guaratiba neighborhood is classified as belonging to the Residential Zone 6 (Zona Residencial 6, ZR-6), a delimitation established in the 1970's which takes into consideration only the rural characteristics of the time, and which is being currently reformulated. The combination between sophistication, comfort and life close to nature can be found in advertisements of realties in the neighborhood, especially the more recent ones. As an example, we present a house advertisement in the Pôr do Sol gated community, located in the Roberto Burle Marx road. Along with the appeal to "nature" - "For those who really enjoy proximity with nature and tranquility" - there is the appeal to sophistication - "There are excellent houses in the community".

If by one hand the inhabitants of the rural areas have been migrating to the cities without enough education to be able to compete for the best jobs, by the other hand the inhabitants of urban areas who acquire rural properties tend to adapt them to the practicalities of the urban life. It is known that rural property today is postulated as a "consumer dream", in other words, as an idealization. According to Almeida Jr. (2004), it is important to bring attention to the consequences of this notion, since few purchasers of this kind of property question themselves about the impacts they provoke in the rural area as a whole.

Such tensions bring to light environmental discussions, alerting to new configurations related to the usage of the soil and its consequences. Let's consider, for example, the construction of artificial lakes inside the leisure areas of rural gated communities, which aren't related at all to the local nature and which aggravate, with the fracture of the greater property into smaller ones, the matter of reduction of environmental preservation areas, as well as increasing the populational density. We consider, as a result and for final considerations, that the interest for such lands, with its economic and symbolic valorization, is under the influence of the discursive universe, comprehending that there's an entire imaginary fomenting the representation that the experience of union with nature brings meaning to existence. A single location may have different meanings for different groups, involving disputes, with its

dominations and resistances, not only for the territory but for the meanings of the land as well.

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Comparative study of social and environmental perspectives in the development and management of resilient micro regions: the Itajaí Valley (Brazil) and the Seine Basin (France)

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In Brazil, the regional development shows concerning deficiencies in awareness of social, environmental and economic relations in the planning and management of territorial structures. Despite the development of new approaches to planning and legal land management tools, planning of most Brazilian cities and regions have not yet considered important aspects such as, macro-drainage studies or geotechnical and environmental vulnerability maps (Tucci and Bertoni, 2003). There is also a gap in the development of rural income programs, housing and effective social inclusion, thus facilitating the occupation of urban and rural areas subject to risk and increasing environmental and social vulnerability of the population.

Thus, the understanding of the need to develop skills to deal with crisis and shortages of all kinds within a process of development in Brazilian cities and regions lead us to the purpose of this article: to contribute to a thought on the possible construction of strategies and guidelines for structuring a governance system able to develop resilient territories.

To achieve this goal, this paper seeks to do a comparative study between French and Brazilian experiences in the context of mitigation of social and environmental vulnerabilities through public policy development in different and interconnected areas.

To check over the relationship between urban-regional planning and socio-environmental vulnerability, we choose as a case study the Itajaí Valley in Santa Catarina, which presents significant problems in relation to these issues, with

deficiencies in their regional infrastructures, implying in aggravating the social inequality and the consequences of environmental disasters such as flooding in the cities of middle and lower Valley. To this reality is opposed that of the Seine Basin, in the region of Île-de-France, France, where despite investments in protecting, the increase of urban development and interdependence of critical infrastructure have emphasized the environmental vulnerability (OECD, 2014).

The theoretical support for this comparative study is given by the concept of "resilience", understood in territorial studies as the ability of a system to absorb the impacts of natural disasters and still retain the functionality of its structure and learn to grow from shock. However, the broadening of the debate has shown us that the term involves deeper issues like the search to mitigate the production of "risk", levels of vulnerability and other issues arising from the political and social construction of the territory (Regez-Zitt, 2012 and Siebert, 2009). Thereby, we propose a critical analysis of the environmental, socio-economic and political context of the studied regions by its social and environmental vulnerabilities in the search for a possible "strategic resilience" in the anthropic occupation of the territory that can be able to reconcile the natural original structure and its built structures.

This work also involves concern to broaden the debate on the implementation of public policies on regional and urban areas and on the use of urban instruments and management of the territory, since in Brazil and in France there were changes and significant advances in this area. In Brazil the advent of the City Statute in 2001 represented a victory for the establishment of a participatory governance, and inclusion of rural areas in the dynamics of planning. Particularly in the state of Santa Catarina Municipal Associations consolidated a process of inter-municipal cooperation since the 1990s that later (2003) was amended by creating a new political framework defined by Secretariats Regional Development (SRD) (Moraes, 2006). In France where, unlike Brazil, there is the institutionalization of regional power and the mandatory production of documents such as the "Schéma Régional d'Aménagement et de Développement du Territoire (SRADT)" (that determines the medium-term orientations on sustainable development and defines the location objectives of the great equipment that must be consistent with national and regional policies) (DILA, 2010) seem to support better

policy development for territorial portions that go beyond the limits of the municipalities. In addition, recent (2015) changes in the delimitation of the great regions of the country in order to strengthen them and to facilitate interregional cooperation within Europe are still being tested.

We understand, therefore, that in the contemporary context it is imperative that the territorial organization and development frameworks incorporate socio-cultural, environmental and economic issues in a balanced way, ensuring a conscious territorial development commitment. Within this goal, we seek to move forward in this debate incorporating ideas of "sustainable-resilient development" within a broad process that will address environmental and economic issues together with those implied citizenship, the strengthening of local identities and social justice.

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The “false bottom” of EU regional policy? The potential detachment of regional policy funding and regional planning strategies

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Looking at the sectoral policies the European Union has a mandate for, regional policy (recently mainly addressed as cohesion policy) can be regarded the most relevant for spatial planning. Though regional policy was never seen as part of what is commonly understood as European spatial planning, its explicit spatial dimension and territorial organization suggest a connection with spatial planning, first and foremost with planning at the urban and regional level. The character of this connection, however, differs between member states and changes with every cohesion policy reform.

The 2006 reform seemingly diluted the spatial dimension of regional policy in favor of the objectives of growth, jobs and competitiveness (Dühr, Colomb, & Nadin, 2010). At the same time, however, the reform established sustainable urban development as eligible element in the course of the European Regional Development Fund (ERDF). This was emphasized even more in the subsequent reform in 2013, which stipulated that at least 5% of each country's ERDF resources shall be allocated to integrated actions for sustainable urban development (European Union, 2013).

Although the impact of this regulation will only be visible in a few years' time, evaluations and academic research from previous programming periods have confirmed that the effects of regional policy go beyond socio-economic impacts, triggered by the sheer redistribution of money within the EU. Instead, regional policy is also affecting spatial planning and planning actors through the ideas on strategic planning, integrated development, partnership, evaluation and the exchange of know-how and best practice that it promotes.

Upon accession to the European Union, member states have adapted their government and governance structures in order to ensure compatibility with the requirements of regional policy. In many cases, this resulted in the establishment of new regional tiers of government. Backed by the establishment of a regional scale, the provision of funds by the EU and the emergence of new actors and institutions involved in regional policy, many countries simultaneously started to emphasize regional planning. However, instead of dealing with regional policy and regional planning within the same institutions, many countries have divided the tasks into two parallel systems. While newly established institutions take care of the technicalities and acquisition of European Union funds in the course of regional policy, government administration continues to make regional plans and development strategies.

This detachment can be problematic in two regards: The EU structural and investment funds are aimed to support strategic development and long-term programming in order to increase competitiveness. This is especially crucial to support the cohesion of European regions “lagging behind”, the underlying rationale of regional policy. However, the detachment of strategic visions from their financial implementation tools reduces both their chance of realization and their political significance. The impression therefore prevails that strategic long-term plans are made in order to fulfill requirements from EU level but without any chance of implementation in the course of statutory regional planning. Regional policy could thus be pictured as an impermeable layer between European and domestic (regional) planning systems. Like a false bottom, strategic requirements seem to be fulfilled from the viewpoint of the EU while investments are in reality not connected to a broader regional development strategy “on the ground” in the member states. Instead, funds flow into single projects without any apparent connection, significantly reducing their strategic importance.

This paper empirically investigates the implementation of EU regional policy in two countries and puts special emphasis on the relationship between regional planning and regional policy that was established. Austria and Finland both joined the European Union in 1995 and both faced the challenge of adapting to existing EU regulations and functioning. Despite the same point of departure, the two countries found different

ways of integrating regional policy into their domestic systems and thus fulfilling the EU requirements.

In Finland, regional councils were established as new tier of government between the central state and its municipalities. The rationale behind was the misfit of Finland's traditional Nordic bipolar structure with the principles and institutional demands of the European Union regional policy (Fritsch & Eskelinen 2011). The regional councils are aimed at coordinating EU regional policy but at the same time take up responsibility for regional (spatial) planning. They therefore represent not only an additional layer of administration but also "a step towards overcoming the traditional division between (physical) regional planning and (economic) regional development" (Böhme 2002, p. 240).

In Austria, planning competences remained with the federal states and the municipalities also after the country's EU accession. However, as a regional government level does not exist, so called regional managements were established to create an institution dealing with EU regional policy. Though the regional managements are partly state-owned, they are consultancies rather than units of government administration. Their main task is to provide support and guidance for actors in the process of applying for EU funds.

Through analysis of networks and interviews with planning and policy actors in both countries, this paper investigates whether differences in the implementation and success of European Union regional policy are dependent on the coordination of strategies and funds. It is assumed that avoiding a "false bottom" between strategic planning objectives and distribution of funds leads to a more fruitful contribution of the European funds to regional development. To verify this assumption, it is necessary to move beyond absorption rate of funds as crucial indicator but focus on qualitative methods to evaluate the effects of regional policy funds in the regions.

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New operational programmes and governance - reducing or deepening peripheralization in Central and Eastern Europe

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One of the horizontal principles of Structural Funds (SF) states that “each Member State shall in accordance with its institutional and legal framework organise a partnership with the competent regional and local authorities” (EU 2013, 341). This derives from the overall target of reducing regional differences. The aim of this paper is to analyse whether the new Operational Programmes (2014–2020) of the EU Central and Eastern European (CEE) member states are better equipped to reduce regional disparities and involve local and regional authorities in policy making: whether they learned from the previous (2007–2013) period and initiated changes in the policy framework.

There should be serious concerns among regional policy makers of CEE countries, where national spatial polarization has sharpened over the last decade. This situation is somewhat paradoxical because CEE benefited several times more from the EU extensive cohesion and common agricultural policy transfers; SF form the lion’s share of their public investments since 2004. CEE countries jumped on the globalization and Europeanization train in the early 1990s. As a result, new declining regions have emerged and already existing patterns of spatial differentiation have intensified (Gorzela & Goh 2010, Artelaris et al 2010). DGP per capita and migration data show strong and gradually growing polarization between main metropolitan areas and the rest of the countries. Most affected are remote rural regions and some industrial agglomerations. Several authors have argued that EU cohesion and structural programmes did not result in a more balanced spatial development

(Kaczmarek 2010) but – quite the opposite – have even been furthering the processes of socio-spatial polarization (Bohle 2010, Finka 2007).

Since peripheralization has amplified, we can also ask whether governance – which has been reformed in all CEE countries at least to some degree – and its institutional set up may have had an impact on this. The Europeanization of local and regional governments in the CEE countries has been ambivalent. On the one hand, the EU has played an important role in shaping institution-building (Kungla 2002), improving strategic planning practices, and so on. On the other hand, in designing a framework for the implementation of EU structural funds, the EU has not made a strong case for having decentralised structures. Instead, the Commission gave preference to settling most of the pre-accession aid and the later structural funds at the central government level because of concerns about lacking ‘administrative capacity’ and “absorption” at the sub-national level (Kungla 2007). Recent studies conclude that CEE administrative systems have been effective with regard to the procedural regulatory and financial obligations but have had difficulties with programming which requires public administration organized at different spatial levels and, specifically, a concern with the content and effects of (regional economic development) policies which requires the wider involvement of enterprises, NGOs and other stakeholders (Batchler et al 2014).

The Commission was pressed for time and made a crucial mistake: they focussed on capacity building on the national level with the cohesion policy, thus, increasing the dissonance between CEE national and regional/local governance. Because of the weak and fragmented territorial administrative structures in CEE, the spatial development knowledge arena is associated primarily with upper-level epistemic communities which, in turn, restricts sub- national contributions from local knowledge communities (Adams et al 2014) and which, then, limits CEE national contributions to the EU policies. Besides, most CEE governments still believe in the (IMF and the World Bank driven) ‘lean’ state and have applied new public management principles (Randma-Liiv 2008) not suitable for sparsely populated regions of permanent market failure. Instead of improving the capacity of local and regional authorities, CEE countries rather tend to centralise functions and finances under the

central agencies. Focussing on the “absorption” of cohesion policy measures caused another centralization wave at the beginning of the 2000s. As a result, the CEE national governments lack, in most cases, motivated and capable partners on the local and regional level (Raagmaa et al 2014).

Thus, administrative practices in Europe do not converge or harmonize but are translated into various processes and formats “as a consequence of deeply embedded differences between European nations in terms of political, professional and administrative cultures and structures” (Stead & Cotella 2011, 13). The CEE local and regional authorities lack true knowledge necessary to understand the EU policy rationale and future oriented leadership capable of carrying out necessary institutional and structural changes. So far. The previous EU cohesion policy if not ignited then at least supported centralization – and peripheralization – in the CEE, and the Commission now plays the Chinese whispers with the CEE lower tier governance, where generally reasonable policy concepts may obtain quite different meanings.

This paper asks the following questions:

- Are there signs of more active public discussion addressing peripheralization among national policy makers and politicians?
- How clearly do the new OPs respond to the Commission’s main guidelines (e.g., focussing on key growth sectors, better coordination between the SF, simplification, SME support) and, more specifically, to spatial policy recommendations (place based policy, smart specialization, leader principle)?
- Are there new measures and institutions in the OPs targeted at reducing spatial differences?
- Are there initiatives that presumably improve the development capacity of local and regional authorities and involve them in policy making?

In the case of rising concerns about spatial polarization, it would be logical to see new institutions and tools in the OPs and also their reflections in the policy discussion. According to the contra-hypothesis, there are no particular changes because of (a) a still dominant metropolization oriented agenda and/or (b) institutional lock in.

Methodologically, this paper examines, on a general level, new programming documents and the latest ex-post evaluation reports, and follows the public media discussion around the limited number of regional policy related terms in selected CEE countries. When analysing the evolution of policies and procedures, we consider a major problem related to such information sources: namely that evaluations based on official reports from government bodies, implementing agencies or their beneficiaries may not provide sufficient information about change or provide a full picture of the effect of spatial policies on the ground. There is also a tendency for managerial evaluations of policies and procedures to focus on formal changes (institutional arrangements, policies and rhetoric) rather than the reality (interpretation of policy and concepts and implementation). Therefore, we additionally plan to carry out interviews with ministerial and regional informants.

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Terroir ‘tale of two glasses’: localness vs. de-territorialization in Nemea and Basto wine regions

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Contextualizing the research problem:

Nemea (Greece) and Basto (Portugal) are two high quality wines regions under the protection of labels of origin that have commonly the format of Geographical Indications (GIs). Recent discussions have emerged on the re-construction of local/traditional knowledge and thus on the re-construction of both regions terroir's. Therefore, those discussions arose challenges to rural development of the regions between the preservation of localness (implicit on the protection by labels of origin) and the threats of de-territorialization. Between the knowledge and power negotiation dynamics of all involved actors (from winemakers to farmers, local authorities and other stakeholders like local cooperatives) there is a need to question if the current rural development strategies based on local food production qualification schemes (under GI's) are being implemented towards the extended development of the region, its local community and therefore to the fully protection of wine terroir¹ on a broader sense than only origin and quality. This need to question comes along with recent renewed interest on the notion of terroir, where discussions emerged about the preservation/re-creation of terroir on the ongoing process of history (Barham, 2003) and also the discussion on

¹ When vine growing and producing are translated into a concept like terroir that is embedded by geological and climacteric, territorial, social and cultural characteristics of a rural region, the wine bears a ‘signature’ present on the ‘natural’ and ‘unique’ taste regionally identified that is protected by certified labels of origin.

the extent of GIs capacity to protect terroir as history, heritage or ‘patrimoine’ (Wilson, 1998)².

Methodology:

Considering the topic of the research, we decided to support it on qualitative methods. Therefore it has been planned and worked through five steps: Data collection; Interview guide; Choice of the sample; In-depth interviews and data analysis. Data collection has focused on research’s main concepts: Terroir; Geographical Indications; regional foods and rural development and also on both wine regions existing literature. Semi-structured interviews were carried out under a framework of two main sections: the evolution of terroir between local knowledge and expert knowledge and the regional and local interprofessional network. The sample was selected accordingly both convenience sampling and snowball sampling and taking in consideration two criteria: origin of the winery and market orientation(local/domestic or international). In total, 20 interviews were made, in both regions in equal, number to winemakers, wine associations and cooperatives, political/agricultural authorities.

Results and discussion:

In Nemea, the discussion among the winemakers concerns the establishment of sub-zones. Therefore, if formally established, there will be included on the bottles (besides the general Nemea PDO label) certified labelling of the specific rural community (inside Nemea region).

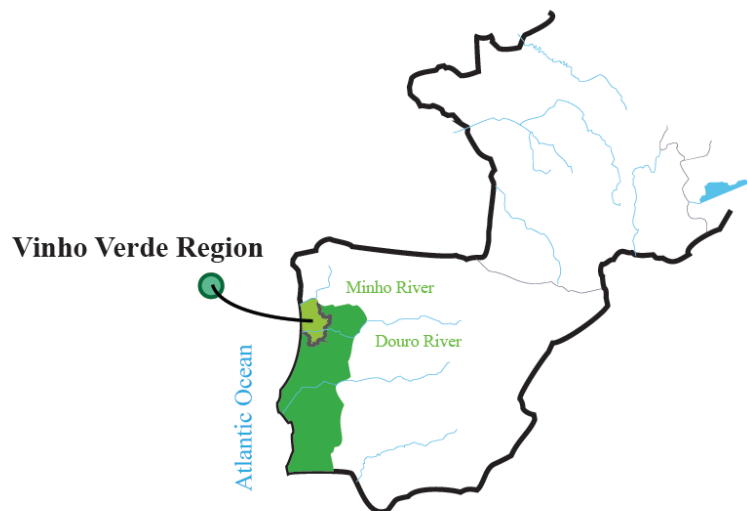
² Regarding terroir: “Beyond the measurable ecosystem, there is an additional dimension – the spiritual aspect that recognized the joys, the heartbreaks, the pride, the sweat and the frustrations of its history.” (Wilson 1998 cited by Barham, 2003).



We observed that may result into different status of quality accordingly to different of rural communities of Nemea wine appellation. The opposers³ believe that this changes will have impacts on property values and also confusion between consumers regarding Nemea wine will be brought. Besides, the non-participation of Nemea Wine Cooperative on the local association of winemakers and thus on the main table of the discussion about the changes on the terroir of Nemea, constitutes a problem on the chain of Nemea network. It establishes, at first, a non-communication between the two most important stakeholders in Nemea – the private wineries and the cooperative. Second, it constitutes a real possibility for, not only the rural community be set apart from the discussion as a important stakeholder, but also an overall consensus over the discussed changes will be almost impossible. This can create a ‘climate’ of distrust and driven the discussion through non-localized ‘arenas’ and thus to de-territorialized decisions.

In Basto there are, increasingly, closer relations between wine producers and bigger companies located elsewhere than between themselves. This is related with a conflicting competition for stronger network and status, making discussions on common strategies for Basto rural development very difficult to take place.

³ Few private wineries, the Cooperative and thus the majority of the farmers (vinegrowers).



The predominant relation between producers is characterised by individualistic positions. However, we observed that those positions are augmented by the distrust within the local interprofessional network: struggling for the same potential clients; to buy (grapes) from vinegrowers with better price/quality ratio; conflicts for better social and political status on the relation with the Vinho Verde Commission⁴. Furthermore, the lack of institutional active intermediation (municipal authorities and Vinho Verde Commission), the inexistence of a Basto wine producers association or even the inexistence of a local cooperative has leading to the sub-promotion position of Basto on Vinho Verde promotion schemes in comparison with others sub-regions (Lavrador, 2011). It was also evident from the results that the changes on Basto's wine sector have been stimulated from outside (in response to international markets needs) and barely from within – once more, non-localized 'arenas' and thus de-territorialized decisions.

There is indeed a needed 'spark' for all involved actors and local authorities to come together – a necessity of localized governance networks Winter (2003). Therefore, in both wine regions, the existence of localized governance is essential to prevent the negative effects on terroir's identity and wine production localness through

⁴ The commission responsible for Vinho Verde wine certification. Vinho Verde is the designation of the (broader) wine appellation being Basto one of its sub-regions.

strategical planning involving all stakeholders and political authorities both at local and regional level.

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Nature and development in the Amazon: dialogues between economics, planning and historical ecology

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This paper discusses the possibilities of territorial and economic planning in the Amazon, based on the modification of assumptions regarding the forest / society posed by archaeological research, anthropological and historical ecology of the region.

The Amazon has been frequent targets of plans and private and government projects (Schmink, Wood 1992). Most of these plans remained a truncated dialogue with the environmental characteristics of the region. The recurring picture is attempted dissemination conditions of urban-industrial production and consumption in conflict with the rain forest and the ecological complex corresponds to it - soil, rivers, climate, biodiversity.

At the heart of this contradiction is the opposition between the forest as pure nature and human presence as disturbing factor. In this conception the Amerindian populations were almost always taken as guests and beneficiaries of nature. Few in number, technologically primitive, her virtue would live "in harmony with the forest", that is, not to change the natural conditions, either for impoverishment is to improve the diversity, density, dispersion, etc ..

In this view there would be no indigenous peoples created civilizations, and do not provide elements for discussion of human presence in the Amazon, except in a possible return to non-intervention in nature. In any size they would have done what we call development - material, cultural, artistic or other. So any development would be creation of an external introduction, which speaks to the environmental conditions, but not with the local social history. Plans and projects for the Amazon in these terms tend for disruptive character - alter the nature and could not benefit indigenous.

It turns out that such views of the rainforest, indigenous and relations between them are now questioned by archaeological, anthropological and historical ecology in the Amazon:

"Historical ecology provides a radical alternative perspective for understanding human- environment interaction over the long term and the complex human histories of Amazonian environments. Historical ecology Focuses on landscape of the medium created by human agents through Their interaction with the environment. Although landscapes can be the result of unintentional activities, historical ecologists focus on the intentional actions of people and the logic of indigenous knowledge, Particularly the understanding of resource creation and management." (Erickson 2014)

In this key the Amazon rain forest is recognized as a partial result of human ingenuity. The richness of the environments before understood as wild and untouched, turns out to be co-evolution of conditions precedent to the man and the knowledge and human capacity to intervene, which in turn expands in the everyday process of creating the material and cultural life conditions (Posey 1989 Denevan 1992 Balée 1989). Finally, the Amerindian populations are now recognized as producers of urban life, rich and large-scale (Heckenberger 2006). Thus, contrary to the pristine forest myth and primitive populations, the Amazon is revealed as the cradle of civilizations producing life of a complex material. His work includes a sophisticated capacity management of animal and plant species, intentional creation of island forests, orchards and large cultivation areas, large-scale production of fertile soil, water resource management, creation of transport infrastructure and regional interconnection, production of large ceremonial spaces and multiple uses, among other notable achievements (Erikson 2014).

We propose to discuss here as recognition of relations society and nature - true expression of a unique pattern of development - created by Native American and traditional populations in the Amazon may be the starting point for project rooting and plans for the region in the following directions :

- I. The retrieval and organized reproduction of Amerindian and traditional knowledge as the basis for the organization and the production of space in the Amazon

- II. Economic, social and urban possibilities of understanding of nature as a social artifact of economic significance for a development pattern with social and environmental justice in the Amazon.
- III. Overcoming the exclusivity of industrial economic path in in the relationship between with the forest and management of renewable natural resources.
- IV. Understanding the possibilities of economic creation rooted in everyday life and urban life, defined as economic production systems based on intentional reproduction of environmental conditions.

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Renewable energy and social-economic development in the north of the Netherlands: in search of synergies

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In contrast to conventional energy extraction and production based on fossil fuels, RNE production (e.g. wind energy, energy crops) requires vast amounts of space and is highly visible. Its implications for the landscape make RNE a highly contested matter prone to societal resistance (e.g. Struntz 2014). Simultaneously, the opportunities offered by renewable energy (RNE) development to solving area-based social-economic issues, and by extension making vulnerable places more resilient, are increasingly signaled in academic literature (Avelino et al, 2012; De Boer & Zuidema, 2015; Seyfang & Haxeltine, 2012). Literature on integrated energy landscapes suggests that RNE initiatives need to be integrated within their social-spatial contexts and, when doing so, are able to provide social and economic benefits for the areas in which they are integrated (De Boer & Zuidema, 2015).

However, whether such opportunities provided by RNE for solving area-based social-economic issues are also recognized and considered by different levels of government remains unclear. Hence, the objective of this paper is to explore the perceived role of RNE in government policy and planning, in connection to the social-economic and spatial context in the Netherlands. Our area of interest is the North of the Netherlands, particularly the coastal and predominantly rural region of (North-East) Groningen. This area profiles itself as the 'energy portal' of the Netherlands while simultaneously dealing with a complex combination of opportunities and challenges related to both energy and social-economic issues.

Our research mainly relies on the analysis of spatial planning and energy related policy documents at different governmental levels. The selected documents were analyzed focusing on (1) the actual interpretations of responsibilities regarding RNE in

relation to spatial planning and policies at the different government levels, and (2) the extent to which they exhibit willingness and express a vision or strategy in terms of integrating the opportunities from RNE production with socio-economic issues and the (local) spatial context.

The choice for governmental documents is informed by their power in setting the formal agenda for spatial planning, regional development and RNE production. Furthermore, such documents are, specifically in the relatively strongly government led spatial planning context of the Netherlands, also crucial in setting the context for both governmental and often private investments (EC, 1997). Especially in pursuing RNE production, the Dutch rely on a relatively strong dependence on government involvement (e.g. De Boer & Zuidema 2015; Rotmans 2011).

Our analysis shows that the vision of the North of the Netherlands as the 'energy portal' is presented in documents at different governmental levels. However, the explicit policy statements and regulations adopted at the national and provincial level do not always correspond with this vision. Moreover, although the municipalities are highly important for balancing different interests and addressing socio-economic issues on the local level in the Netherlands, they seem to have only limited power with regards to policy for RNE. Depending on the type of RNE and the size of the projects either the State (wind > 100MW) or the province (for biomass installations, solar parks and smaller wind parks) develop strict policies which leave only limited room for area-based approaches in which RNE is integrated in the local spatial and socio-economic context.

The results demonstrate that, although RNE is perceived as an important opportunity for regional economic development, it is not yet perceived as an integrated part of the future physical and socio-economic landscape of the North of the Netherlands. Despite the promising prospects for several smart connections between RNE and area-based social-economic issues, the analysis demonstrates that at all government levels, RNE is hardly considered as a key opportunity for social change, and is often perceived as a threat to the landscape. In general, the documents illustrate a reluctance to change and a focus on staying within the current domain of attraction,

rather than actively looking for ways for using integrating RNE in the socio-economic and spatial context.

These insights provide input into broader discussions regarding the institutional integration of RNE and spatial planning. The study also points to the need to perform a comparative analysis of the situation in the Netherlands with other countries. The North of Germany would form an interesting case study, in particular in the context of ongoing cross-border cooperation, similar issues and opportunities in the rural regions across the border, and the shared vision of becoming the 'European Region of Energy Excellence'.

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Commodification of retirement and the emergence of rural gated communities: the associated challenges for rural planning

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This paper combines demographic ageing and retirement lifestyles with rural in-migration processes and suggests the emergence of a specific rural form of gated community; namely, park homes. All year round or permanent (as opposed to seasonal) residential mobile homes (resembling detached bungalows in design and appearance) are commonly referred to as 'park homes'. With a growing proportion of the UK population aged 65 and over, combined with increasing longevity, meeting the residential preferences and lifestyle aspirations of an ageing population is potentially 'big business' for the private sector. Park home living, with their resident age restrictions (normally 50 years and over), is increasingly marketed as a retirement option in rural and coastal locations of the UK. However, many areas are often remote with declining populations and limited community services. Operators have sought to tap into retiree aspirations for a 'place in the country' and 'sell' the concept of park home living as a specific form of housing, community and lifestyle. Park homes are frequently marketed as a means to release equity from the sale of a large family home to fund a retirement lifestyle and as friendly communities of like-minded people, always willing to lend support or provide assistance if required. The physical and social composition of such sites represent a form of rural gated community. This paper seeks to identify the rural planning issues which emerge from such developments and asks: who are moving to park home sites and why? Do park homes provide those who otherwise could not afford a 'place in the country' the option of rural living? Does park home living live-up to residents' expectations of the rural idyll or retirement lifestyle?

Do they give rise to issues of gentrification and geriatrification of the countryside? what are the prospects for residents to 'age in place'? might ageing residents become financially trapped in such developments giving rise to park ghettoization? what are the associated challenges for rural policy-makers and public service providers?

A research on the features of the rural planning practice in China in the past Decade

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Based on the special institution and development process, the urban-rural relations in China are very particular. The rural areas play different roles in different stage of urbanization and the status of rural areas changed a lot. Since the launching of reform and opening-up program over 30 years ago, China has quickened the pace of urbanization, with urban population increasing from 170 million to some 700 million and numbers of cities increasing to 657 in 2011¹. In 2011, the urbanization rate in China exceeded 50% and China entered “the urban era”. However, while the cities developed rapidly, the rural areas fell into stagnation and recession. With the decline of the rural economy and the large-scale migration to cities, large numbers of villages disappeared or transformed.

Since 2003 the central government focus on the rural problems, which gradually becomes a hot topic these year. It is an urgent need for urban planning discipline to expand its research field to rural development and planning. Following the central policies such as “Coordinated Urban-rural development”, “Construction of Socialist New Countryside”, the practice of rural planning flourished. Many urban planners are engaged in various rural planning practice. What are the features of the rural planning in the past decade in China? What are the types, the targets, and the content of rural plans? What does the rural planning contribute to the development of the urban-rural relations? These are the objects of this study.

The study follows the inductive approach. First, we select all the articles with the key words of “rural planning” or “rural development” or some other similar words about the same subject from two major journals of urban planning discipline in China and the

¹ The state of China’s cities (2012-2013), Foreign Languages Press, Beijing, China.

proceedings of annual nation planning conference from 2005 to 2015. By statistical analysis, we can summarize the types, the objects and technical content of the plans and observe the evolution of rural planning with the urbanization process. We try to interpret the correlations between the rural planning and the urbanization process. Then we study the typical planning cases. By analyzing the detailed documents of planning and interviewing the planners, we try to understand what the influence of the rural planning on the local development is.

We find that the rural planning in the past decade in China is generally the policy-oriented planning and varies with the change of policies. The “top-down” approach which was once applied a lot in city planning may not effect in the autonomy-based rural areas. However, we can also observe that another “bottom up” planning practice is arising recently. The space organization and design of the village resident settlement is the main content of most present rural plans. Many plans of the village resident settlement have some features of “City Community”, instead of considering the special space requirements of the local resident. Some planners training in the city planning are not familiar with the rural productive activities and lifestyle, so the space designs for the village are lack of the relevance to the rural productive activities, which may not satisfy the real needs of local resident. The planning approach which apply numerous times and succeed in the city plan may not match the features of the rural areas, because of the scattered, small-scale, non-centralized features in rural human settlements that quite differ from city. The decision-making mechanism in rural areas are also different. In all, the city plan approach can’t be simply copied in the rural planning. We need the planning theories and methods which adapt to the rural development based on more rural researches and practices.

Fishing as survival strategy of urban resident of small cities at the delta of Amazon River

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The economy of floodplain is based mainly on fishing, logging, ranching and agriculture. Its vegetation of flooded forests and weeds in lakes provide food and shelter for aquatic and terrestrial life, as well as natural pastures. There, in the lowland areas, survive about 1.5 million inhabitants, known as riparian zone, making use of its resources. Some of the residents living in urban areas, especially in floodplain sites, have a rural way of life due to the practice of extraction, featuring the country in urban and vice versa. Several Amazonian cities are located in the forest, located along of large rivers and drained by numerous small streams. In the city of Ponta de Pedras, located in the Marajó Island, in the Amazon Delta region, a riverside rural population triggered the Local Authorities in order to occupy a space in the city, because their children needed to have access to school and families also needed access to basic infrastructure (water, electricity and sewerage). More than a third of the urban area of the city of Ponta de Pedras sits on floodplain area bordering the river Armazém and Marajo-Açu River. This place is known popularly by Carnapijó neighborhood, however, this information is not official but a name made by the residents through a popular consensus. The Carnapijó neighborhood has riverside town characteristics more intensively, for instance its streets connected to the river (ending or going against it), than other places of the city. This place has its own dynamics connected to the Amazon region's, influenced by tide dynamic. The urban occupation of this neighborhood has grown over the years; however, the characteristics of the local residents have also changed, little, but changed. Earlier people who were living there were fishermen. Currently, many residents occupying the floodplains do not live from fishing but use

their condition as a survival strategy dependence on government benefits, and public or informal jobs. We could understand that the practice of fishing can be used both for consumption and for trade, purposed. In this sense, the goal of this research is to identify whether this culture is still used as a way of life in this floodplain neighborhood, as a main activity, since the younger population has interests in play urban work. The floodplain residents of the Amazon region survive on low income, are haveally depend on government benefits, deprives of jobs, and we believed they would have no choice but to rely on the practice of fishing to supply financial and food needs partially. Forms were applied to Carnapijó households, because it is in a very characteristic floodplain environment. The households are houses typical of wetlands (stilts). Because the dynamics of river water, we applied forms only in parts of the district where there is existence of wooden bridges (stowage). We applied forms to 111 urban households located at this neighborhood in 2014, corresponding to more than 10% of 981 urban households counted by Census 2010. This form permitted to verify the socioeconomic profile (gender, age, origin, job and source of family income), among others. Considering the total household interviewed, 62% of head of the family are female and 53% are between 18 to 40 years old. Almost all respondents or at least someone in the house is fisherman, 83% of people working with this activity. This result characterizes the prevalence of the practice of fishing among residents of Carnapijó neighborhood. The main source of income for 30% of this population is the government benefits, such as bolsa família and seguro defeso. Fishing, defined by 27% of households, is considered the second important source of income and only 74% of families earn up to one minimum salary. Most of the head of household of Carnapijó neighborhood, 79%, are born in Ponta de Pedras Municipality, and 32% of this total were born in urban areas, while 47% are born in the country side (rural areas). Although some residents are younger and predominantly have urban life, we can understand that whatever they have more access to modern conveniences, greater possibilities of studies and jobs. They live in urban centers, still carry with them the fishing culture, which was inherited from their ancestors. It was identified that 82% of these fishermen have this practice in order to complement their food menu and 59% have some boat (big or small boat, canoe, "casquinho", etc.) to assist in fishing. Others,

who have no boat, and are depend on the loan or lease the ship from relatives and friends, or fishing in the surrounding area. It is understandable that these fishermen have no boat, and your monthly income is very small, which makes the purchase of a boat or even a motor difficult.

The impacts of returning rural labors on the demands of public service facilities in county towns in Central China

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Keywords: Returning rural labors, Public service, Demand, Huaiyuan County, Guoyang County

Urban-rural migration has been one of the hot topics during the rapid urbanization era in China. Several decades on, millions of rural labors in China have migrated from Central China to the coastal cities. While in recent years due to higher living cost and decreasing job opportunities in coastal industries, an increasing number of urban-rural migrants went back to their hometown. They are called ‘returning rural labors’ in this paper. Majority of them settle down in the county towns rather than their original rural villages, which might generate dramatic changes on these county towns, especially in the central provinces such as Anhui. Preliminary surveys in these county towns reveal that the demands of most returning rural labors on public service facilities are different to original county residents, which could be the most vital consequences by the returning rural labors.

Although some existing research findings have focused on the returning rural labors, there is few of thorough investigation and analysis on the influences on the demands of public service facilities by the massive returning rural labors. Currently, the provision of public service facilities in these county towns follows the same way of the other county towns, usually according to the inflexible standards of national codes such as the “index of one thousand person”, which can hardly match the real social demands of the county towns with very large number of returning rural labors.

This paper aims to describe the social, economic and cultural changes of the county towns with increasing returning rural labors, and then analyzes the subsequent impacts on the demands of public service facilities. The findings of this paper intend to provide valuable ideas to optimize planning practice of public service delivery in these county towns in the new era.

According to current national codes, public service facilities in this paper include the facilities of education, medical treatment, cultural and entertainment as well as local commercial services which are closely related to common residents. Scholar Kong Ximei summarizes that the returning rural labors could make significant changes upon the age structure, education level as well as income level of the residents in county towns. Huang Shan divided all public service facilities into low, medium and high levels, from fundamental to comprehensive.

Based on the substantial analyses, the influence rules between the features of returning rural labors and the demands for public service facilities are as follows. In the terms of age structure, when the average age of returning rural labors is relatively low, the demands for public service facilities tend to be at the medium level; when the average age of returning rural labors reaches a medium level, the demand for public service facilities tends to be at the high level; when the average age of returning rural labors is relatively old, the demand for public service facilities tends to be at the low level. In the terms of education level, when the educational level of returning rural labors become from low to high, the demand for public service facilities tends to become from low to high level relatively. Similarly, in terms of income level, when the income level of returning rural labors become from low to high, the demand for public service facilities tends to become from low level to high level relatively.

In this paper, Huaiyuan and Guoyang are selected as two typical cases. Both of them are under-developed counties in the north of Anhui province, and with increasing returning rural labors in recent 5 years. Questionnaire survey and face-to-face interviews were completed in 2014 which illustrated the characteristics of the returning rural labors and their influences on the needs of all sorts of public services. More than 1800 questionnaires were sent to both returning rural labors and original residents and 80 percent of them were regained validly. The face-to-face interviews are with the

officials of various departments of local governments as well as the providers of public services.

The investigation reveals the significant differences of social structures between the returning rural labors and original residents in these two county towns. Relatively speaking, the average age of the returning rural labors is lower while the education and income levels are higher than the original residents. As the result, many medium-level demands of public services have been reached quite early in these under-developed counties, certainly because of the impacts by the massive returning rural labors. Also, the unbalanced spatial distribution of educational facilities, the low quality of medical facilities, the lack of diversity of cultural and entertainment facilities, and the limited scale of local commercial facilities are regarded as the most urgent shortcomings in these two county towns.

In conclusion, the simple “universal” standard of public service delivery should no longer be applied mechanically under the pressure of returning rural labors in county towns in central China. Instead, wide-ranged investigations on the changing social structure caused by the returning rural labors should be conducted before the planning of these facilities. The cases of Huaiyuan and Guoyang reveal that there could be extra demands of many public service facilities than usual, and current shortcomings of educational, medical, cultural and local commercial facilities are various. These could be very typical in the majority of county towns in Central China.

Spatiality of regional inequality in China

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Keywords: Convergence, regional inequality, spatiality, GIS spatial analysis, China

While poverty rates have declined globally, inequality seems getting worse, intensified by the latest global financial crisis. Poverty reduction in many rural areas has been accompanied by the slower reduction of poverty in cities, a phenomenon known as urbanization of poverty. Spatial inequality is also large in many cities and countries in Asia. Consequently, equity has become a top sustainable development goal of the UN's post-2015 development agenda. The focus of the war on poverty has been shifted towards the war on inequality.

Theories of regional inequality are typically divided among convergence, divergence and cyclical schools. While neoclassical convergence schools maintain that free mobility of capital and labor tends to reduce regional inequality over time, divergence schools argue for agglomeration and cumulative causation effects of growth. Empirically, findings on regional inequality are often inconclusive and scholars have found many cases a lack of convergence. It has been criticized that conventional convergence theories are often devoid of space and time, and are especially weak in accounting for regional inequality in developing countries. The recent heightened attention on inequality requires more research on spatial inequality. It is also time to rethink strategies and policies to reduce spatial inequality.

The issue of inequality has long been the subject of intense contention in China due to its role in the debates over the nature of socialism and the uneven consequences of reforms and urbanization. However, the existing knowledge on

spatial inequality is fragmented and partial. Recent research on China has unfolded a complex landscape of regional inequality, the existence of distinct models of local development, and the significant role of state institutions in regional development.

This paper highlights the significant role of space, place and agglomeration in spatial inequality. We argue that regional inequality is sensitive to global change, geographic scales and spatial organization, and that conventional approaches mask spatial agglomeration and the significance of city regions in shaping regional inequality.

Using GDP data across China's regions, provinces and counties, this paper shows that regional inequalities in China change with geographical scales of observation and are influenced by complex mechanisms of uneven development. While inequality across China's provinces declined somewhat since the reform, the coast-interior divide remains intense in China. Inequality across counties has declined in some provinces but intensified in others. More importantly, using spatial association indexes, we find that core-periphery gaps tend to be maintained, and that the trend of spatial clustering and networking in core metropolitan regions continues in China. Consequently, leading metropolitan regions in China especially Beijing and Shanghai are facing over congestion and heavy pollution, while many poor regions keep losing population and record stagnant economic growth. Meanwhile, spatial inequality has also been rising in Chinese cities, which have also become more fragmented in space and are facing challenging urban problems known in many developing countries.

We further discuss the role and impact of government policies on regional inequality. Government policies on regional development in China are largely top down, focusing on core city regions. Consequently, more rapid growth often takes place in provincial capitals in both developed and less developed regions. However, the poorest regions, often in remote, mountain areas, are lagging behind in development. Poverty rates have also been persistently high in these regions. We suggest further efforts to develop the poor regions of China and promote endogenous growth capacities and bottom-up approaches to regional and equitable development.

Lastly, the paper provides an agenda for future research on regional inequality in China, calling for more attention to space, scale, and place in the study of regional inequality, which should also be relevant to other developing countries.

Capacity building for multi-level spatial development under fragmented institutional conditions

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The R&D-project “The Attractive Region”, initiated by the Swedish Transport Administration, aims at developing processes and methods that strengthen multi-level cooperation regarding the nexus of transport investments and local development in a regional context, outside Sweden’s main metropolitan regions. Using this project as a case, this study analyses the evolution of multi-level strategic planning capacity at the local and regional levels under contemporary fragmented and heterogenic planning conditions. An elaborated theoretical framework based on four key dimensions of urban-regional strategy formation processes, formulated by Patsy Healey, is applied in order to analyze strategic planning capacity among Swedish regions, and its effect on process and outcome in multi-level planning coordination initiatives. The results may contribute to the on-going efforts to strengthen regional spatial planning in Sweden and abroad.

Introduction: Fragmented institutional frameworks and unevenly distributed capacity for regional spatial coordination in Sweden

Regional spatial planning in Sweden is heterogeneous and fragmented in character, involving various parallel and sometimes overlapping organizational structures including directly elected regional councils, indirectly elected inter-municipal organizations, as well as national administrative boards and county councils sharing responsibilities for regional development. Likewise, the level of institutionalized strategic capacity for coordinated action differs widely among regions.

By tradition, Sweden has a strong dualistic state-municipal power relation, with the national level setting the legislative and economic framework, and municipalities

being responsible for implementing welfare policies and increasingly, strategies for development. In the field of spatial planning, municipalities have practically exclusive rights to formally steer land development, popularly named “the municipal planning monopoly”. The responsibilities of the regional level have are focused on health care and public transport, although Sweden’s entry into the European Union in 1995 and change in national policy for regional development has introduced a regional responsibility for economic growth strategies. The coordination of spatial planning at the regional level has generally been weak throughout the 20th century. In recent years though, a few regions have begun to widen the mandatory Regional Development Strategy to also include a spatial perspective. Although such initiatives are rare and still quite experimental in character, a growing interest is noticed throughout Swedish regions as well as the Government.¹

These factors, in combination with a widening gap between fast-growing metropolitan areas and shrinking peripheral increase the risk of inequality in strategic planning capacity to address social, environmental and economic aspects of spatiality that need to be coordinated at an inter-municipal or regional level.

Case Study: Building strategic capacity in multi-level governance initiatives

In six case study pilots within the R&D-project “The Attractive Region” (2012-2016), municipalities, regional authorities and transport authorities for rail, road and public transport gather in the joint task of elaborating wider spatial development possibilities made possible by infrastructure investment. Several participating municipalities are small (< 10 000 inhabitants) and normally lack economic resources as well as professional capacity to carry out long-term strategic planning, facing social, economic and environmental challenges. We have evaluated these processes during the three year program period, focusing on strategic capacity building within the involved institutions, as well as the joint capacity evolving within the case pilots.

In order to capture differences in process and outcome in relation to the heterogeneous institutional preconditions and differences in strategic capacity among the institutions involved, key dimensions of urban-regional strategy formation

¹ Lundström, M., Fredriksson, C. & Witzell, J. (2013)

processes, formulated by Patsy Healey², are applied and elaborated: filtering; focusing and framing; generating mobilizing force; and generating transformative force. The framework allows for comparisons of the strategic capacity among actors previous to the project, as well as the evolution of capacity during the project and project outcomes.

Empirical data is collected by “fly-on-the-wall” participation at meetings and workshops, in-depth interviews with engaged actors, a crude social network analysis of social interactions within and between case pilots, and analysis of meeting minutes.

Preliminary findings and contributions

Preliminary findings suggest that pilots with a more mature, established planning arena at the regional level tend to focus on building capacity regarding practical methods and applications for policy implementation, while regions lacking such common policy for spatial development tend to focus more on developing cooperative structures and a basic understanding of common challenges and development paths. These results may contribute to the understanding of how and why capacity for joint planning among communities in a region might develop.

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² Healey, P. (2006)

Spatial analysis of city network characteristics on internet information flow in Beijing-Tianjin-Hebei urban agglomeration, China

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Keywords: urban agglomeration, city network, information flow, internet searching index

The conventional methods of analyzing city networks are mostly based on the economic or demographic statistics, which are often criticized for data missing and lack of relational data that can indicate the connections between cities. Meanwhile, another upcoming difficulties is how to make a quantitative distinct expression of the strengthened interaction and interdependence between cities with the advent of globalization, information and developed communication network.

In this paper, qualitative and quantitative research are made to study the network relationship between cities through the construction of intercity information flow network under the background of regionalization and the networking information. Internet searching indexes from the main searching engines in China like Baidu's Index, 360's so Index and Sina's Weibo Index are used as a quantitative method to construct the regional urban information flow network, reflecting the exposure rates of selected keyword from most Chinese users on the Internet and visualizing the intercity relationship, and analyze the city network characteristics and influencing factors of one of the three "growth pole" areas in China — "Beijing-Tianjin-Hebei" urban agglomeration, which was preliminarily built up as pilot trenchant since the early period of the Republic of China with clear hierarchy and close links to the business of urban network system and used to be one of the fast-developing regions in the modern history of China's urbanization but now seems to have encountered the bottleneck of economic development comparatively.

The analytical process can be divided into three steps. First, based on the urban information flow, a city network is constructed to analyze the spatial characteristics of Beijing-Tianjin-Hebei urban agglomeration. Second, the urban spatial network hierarchy distribution is conducted to 4 layers by clustering analysis of Natural Breaks(Jenks) in ArcGIS after calculating the Network Attention, the Gross city information and the Relative Attention (Xiong Lifang et al, 2013). Third, based on the grading of city network, a correlation analysis between population, GDP, urban industrial structure and urban information flow is conducted through statistical software(SPSS).

The results of the research are divided into two part on the spatial hierarchy distribution characteristics and the main affecting factors respectively:

First, the hierarchy distribution characteristics of urban network of Beijing-Tianjin-Hebei appear to be “bipolar nucleated”, centripetal, and unbalanced. Meanwhile, the urban population, the economic development, and urban industrial structure have significant impacts on urban network structure. Specifically, the strongest intercity link is exclusively between 2 cities——Beijing and Tianjin——twice more than other cities’, which shapes the form of “bipolar nucleated” and are greatly related with the imbalance of regional economic level and urban network structure. Additionally, the centripetal structure of urban network hierarchy is obvious one-centered with nearly all info-flow directed from other cities to Beijing, which made up a huge information flow volume to the central city. This kind of center-periphery centripetal structure has relatively fewer intercity links, where nearly all the intercity connectivities have to be conducted between cities of different scale through the central city. Comprehensively, the total information flow of central cities are tremendous, the proportion of gross information flow of the 5 cities in the first two layers are up to 64.54%, while the 5 cities in the third layer is 23.56%, and the 4 cities in the fourth layer only 11.79%, which indicates the severe polarization phenomenon of the urban network.

Second, the interaction relationships between cities and formation pattern mechanisms of urban network are both important factors affecting the research of urban network space. The correlation analysis of the information flow data with population, GDP, and industrial structure (proportion of first, second and third

industries) of 13 cities in the Beijing-Tianjin-Hebei region in 2015 shows that the relevance between population, GDP, the city industry structure and information flow is quite significant, while the gross production of the third industry has the most significant correlation with the urban information flow :

1. Population scale and urban network hierarchy are quite anastomosing.
2. In the same period, the more active the economic vitality is, the greater the flow of information will be created by these economic activities, which received more attention and have greater influence, and are more likely to step into a higher level and a more central position of the urban network.
3. The correlation between the tertiary industry GDP and gross urban information flow is most significant.

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